

MEETING

PLANNING COMMITTEE

DATE AND TIME

TUESDAY 14TH JANUARY, 2020

AT 7.00 PM

VENUE

HENDON TOWN HALL, THE BURROUGHS, LONDON NW4 4BG

TO: MEMBERS OF PLANNING COMMITTEE (Quorum 3)

Chairman: Cllr Shimon Ryde
Vice Chairman: Cllr Melvin Cohen LLB

Councillors

Cllr Claire Farrier	Cllr Brian Gordan LLB	Cllr Nagus Narenthira
Cllr Eva Greenspan	Cllr Tim Roberts	Cllr Mark Shooter
Cllr Stephen Sowerby	Cllr Julian Teare	Cllr Laurie Williams
Cllr Jess Brayne		

Substitute Members

Cllr Alison Cornelius	Cllr Gabriel Rozenberg	Cllr Helene Richman
Cllr John Marshall	Cllr Gill Sargeant	Cllr Daniel Thomas
Cllr Kathy Levine	Cllr Anne Hutton	Cllr Sarah Wardle

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

Andrew Charlwood – Head of Governance

Governance Services contact: mainplanning.committee@barnet.gov.uk

Media Relations Contact: Gareth Greene 020 8359 7039

ASSURANCE GROUP

Please consider the environment before printing. The average Print Cost for this Committee has reduced by £92.99 per meeting, due to paperlight working.

Two paper copies of the agenda only will be available at the meeting for members of the public. If needed, attendees are requested to print any specific agenda report(s). Committee Agendas are available here: barnet.moderngov.co.uk/uuCoverPage.aspx?bcr=1

Please note that the below agenda may not reflect the order in which items will be heard at the meeting.

ORDER OF BUSINESS

Item No	Title of Report	Pages
1.	Minutes of the last meeting	5 - 8
2.	Absence of Members	
3.	Declarations of Members' disclosable pecuniary interests and non-pecuniary interests	
4.	Report of the Monitoring Officer (if any)	
5.	Addendum (if applicable)	
6.	Referral from Hendon Area Planning Committee 18.11.19. - 113 The Reddings	9 - 22
7.	19.4661.FUL - Unit 4, Hyde Estate Road, NW9 6JX	23 - 144
8.	Millbrook Park Phase 6b Second Application	145 - 198
9.	27 Woodside Avenue	199 - 220
10.	Brownfield Land Register	221 - 234
11.	Any item(s) that the Chairman decides are urgent	

FACILITIES FOR PEOPLE WITH DISABILITIES

Hendon Town Hall has access for wheelchair users including lifts and toilets. If you wish to let us know in advance that you will be attending the meeting, please telephone mainplanning.committee@barnet.gov.uk. People with hearing difficulties who have a text phone, may telephone our minicom number on 020 8203 8942. All of our Committee Rooms also have induction loops.

FIRE/EMERGENCY EVACUATION PROCEDURE

If the fire alarm sounds continuously, or if you are instructed to do so, you must leave the building by the nearest available exit. You will be directed to the nearest exit by uniformed custodians. It is vital you follow their instructions.

You should proceed calmly; do not run and do not use the lifts.

Do not stop to collect personal belongings

Once you are outside, please do not wait immediately next to the building, but move some distance away and await further instructions.

Do not re-enter the building until told to do so

Decisions of the Planning Committee

4 November 2019

Members Present:-

AGENDA ITEM 1

Councillor Shimon Ryde (Chairman)
Councillor Melvin Cohen (Vice-Chairman)

Councillor Claire Farrier	Councillor Stephen Sowerby
Councillor Eva Greenspan	Councillor Julian Teare
Councillor Nagus Narenthira	Councillor Laurie Williams
Councillor Tim Roberts	Councillor Jess Brayne
Councillor Mark Shooter	Councillor Dan Thomas (sub for Councillor Gordon)

Apologies for Absence

Councillor Brian Gordon

1. MINUTES OF THE LAST MEETING

RESOLVED that the minutes of the meeting held on 10 October 2019, be agreed as a correct record.

2. CHAIRMAN'S INTRODUCTION

The Chairman welcomed everyone to the meeting, particularly Councillor Brayne, as a new Member to the Committee.

The Chairman also outlined the revised running order, which would be reflected in these minutes.

3. ABSENCE OF MEMBERS

Councillor Gordon, with Councillor Thomas substituting.

4. DECLARATIONS OF MEMBERS' DISCLOSABLE PECUNIARY INTERESTS AND NON-PECUNIARY INTERESTS

None.

5. REPORT OF THE MONITORING OFFICER (IF ANY)

None.

6. ADDENDUM (IF APPLICABLE)

Items contained in the addendum would be considered under individual agenda items.

7. SWEETTREE FIELDS MARSH LANE LONDON NW7 4EY

The Committee received the report and the addendum to the report.

Representations were heard from Dianne Murphy (Objector), David Corker (Supporter) and the Applicant.

RESOLVED that the application be approved, subject to the conditions in the report, the addendum AND the Committee grants delegated authority to the Service Director – Planning and Building Control or Head of Strategic Planning to make any minor alterations, additions or deletions to the recommended conditions/obligations as set out in this report and addendum provided this authority shall be exercised after consultation with the Chairman (or in his absence the Vice- Chairman) of the Committee (who may request that such alterations, additions or deletions be first approved by the Committee)

For	6
Against	3
Abstained	3

8. IMPERIAL HOUSE, THE HYDE LONDON NW9 5AL

The Committee received the report and addendum to the report.

Representations were heard from Alistair de Kare-Silver(Supporter) and the Applicant's agent.

RESOLVED that the application be approved subject to s106, the conditions detailed in the report, the addendum AND the Committee grants delegated authority to the Service Director – Planning and Building Control or Head of Strategic Planning to make any minor alterations, additions or deletions to the recommended conditions/obligations as set out in this report and addendum provided this authority shall be exercised after consultation with the Chairman (or in his absence the Vice- Chairman) of the Committee (who may request that such alterations, additions or deletions be first approved by the Committee).

For	12
Against	0
Abstained	0

**9. REFERRAL FROM CHIPPING BARNET AREA PLANNING COMMITTEE - 2
BRUCE ROAD BARNET EN5 4LS (HIGH BARNET)**

It was noted that the Chairman of Chipping Barnet Area Planning Committee, held on 16 October 2019, referred this application to Main Planning Committee for the reason detailed in the resolution below, in line with 2.3 (e) of the Constitution.

RESOLVED that this item be REFERRED up to Planning Committee as the members of the CB Area Planning Committee could not reach a decision to refuse or approve the application at the last meeting of this Committee.

Consequently, this Committee (Main Planning) received the report.

Representations were heard from Derek Dishman and the Applicant.

It was noted that the date listed on page 19 of the report in recommendation III 1, should be amended from 3 November 2019 to 31 January 2020.

RESOLVED that the application be approved subject to s106, the conditions detailed in the report and the Committee grants delegated authority to the Service Director – Planning and Building Control or Head of Strategic Planning to make any minor alterations, additions or deletions to the recommended conditions/obligations set out in this report and addendum provided this authority shall be exercised after consultation with the Chairman (or in his absence the Vice- Chairman) of the Committee (who may request that such alterations, additions or deletions be first approved by the Committee)

For	12
Against	0
Abstained	0

10. GARAGE COURT HANSHAW DRIVE EDGWARE HA8 0HP

The Committee received the report.

RESOLVED that the application be approved, subject to the conditions detailed in the report and the Committee grants delegated authority to the Service Director – Planning and Building Control or Head of Strategic Planning to make any minor alterations, additions or deletions to the recommended conditions/obligations as set out in this report and addendum provided this authority shall be exercised after consultation with the Chairman (or in his absence the Vice- Chairman) of the Committee (who may request that such alterations, additions or deletions be first approved by the Committee).

For	12
Against	0
Abstained	0

11. PHASE 5, MILLBROOK PARK (FORMER INGLIS BARRACKS) NW7 1PX

The Committee received the report.

A representation was heard from the Applicant's agent.

RESOLVED that the planning application be approved, subject to the conditions detailed in the report and the Committee grants delegated authority to the Head of Development Management or Head of Strategic Planning to make any minor

alterations, additions or deletions to the recommended conditions/obligations as set out in this report and addendum provided this authority shall be exercised after consultation with the Chairman (or in his absence the Vice-Chairman) of the Committee (who may request that such alterations, additions or deletions be first approved by the Committee).

For	12
Against	0
Abstained	0

12. NATIONAL INSTITUTE FOR MEDICAL RESEARCH, THE RIDGEWAY, LONDON, NW7 1AA (COLINDALE)

The Committee received the report.

RESOLVED that the Deed of Variation, as detailed in the report be agreed.

For	12
Against	0
Abstained	0

13. ANY ITEM(S) THAT THE CHAIRMAN DECIDES ARE URGENT

Date of next Meeting

It was noted that the date of the next meeting was scheduled for the evening before the General Election.

The Chairman reported that it was likely that the next meeting would be cancelled, with a provision to call a special meeting of the Committee after the General Election if anything needed to be dealt with urgently.

Formal confirmation of this would be sent to Members of the Committee in the next few days.

The meeting finished at 8.15pm

Planning Committee

14 January 2020



Title	Referral from Hendon Area Planning Committee – 113 The Reddings
Report of	Head of Governance
Wards	Mill Hill
Status	Public
Enclosures	Appendix A – Report submitted to HAPC 18 November, 2019
Officer Contact Details	Jan Natynczyk, Governance Officer Jan.natynczyk@barnet.gov.uk 020 8359 5129

Summary

This report was referred by Hendon Area Planning Committee by the Chairman in accordance with the Council's constitution. The Planning Committee is therefore requested to consider the recommendations and take a decision on them.

Recommendations

1. That the Planning Committee consider and determine the application as set out in the report previously considered by Hendon Area Planning Committee

1. WHY THIS REPORT IS NEEDED

- 1.1 The Constitution allows the Chairman of an Area Planning Committee to refer, prior to a vote being taken, any item that that he/she feels should be determined by the main Planning Committee. The Chairman must also give reasons for referring the item.
- 1.2 The attached report was considered by Hendon Area Planning Committee on 18 November 2019.

2. REASON FOR REFFERAL

- 2.1 The Chairman referred the matter to main Planning Committee on the following grounds:

The Chairman stated that he was referring this report to Main Planning Committee for consideration, in line with constitutional rules, due to its complexity and possible financial implications.

3. REASONS FOR RECOMMENDATIONS

- 3.1 As set out in the substantive report.

4. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 4.1 As set out in the substantive report.

5. POST DECISION IMPLEMENTATION

- 5.1 As set out in the substantive report.

6. IMPLICATIONS OF DECISION

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

- 6.2 As set out in the substantive report.

6.3 Legal and Constitutional References

- 6.3.1 The Council's constitution, permits a Chairman of an Area Planning Committee, to refer an application to the main Planning Committee, provided that it is referred before the vote is taken. The Chairman must give reasons for referring the application.

6.4 Risk Management

- 6.5 As set out in the substantive report.

6.6 Equalities and Diversity

6.7 As set out in the substantive report.

6.8 **Consultation and Engagement**

6.9 As set out in the substantive report.

7. **BACKGROUND PAPERS**

7.1 None.

This page is intentionally left blank



COMMITTEE REPORT

LOCATION: 113 The Reddings, London, NW7 4JP.

REFERENCE: TPF/0432/19

Received: 3rd July 2019

WARD: Mill Hill

Expiry: 28th August 2019

CONSERVATION AREA N/A

AGENT: Environmental Services

PROPOSAL: 2 x Oak (applicant's ref. T2, T4) - Fell. Standing in group G1 of Tree Preservation Order.

RECOMMENDATION:

That Members of the Planning Sub-Committee determine the appropriate action in respect of the proposed felling of 2 x Oak (applicant's ref. T2, T4) – Standing in group G1 of the Tree Preservation Order, either:

REFUSE CONSENT for the following reason:

The loss of these trees of special amenity value is not justified as a remedy for the alleged subsidence damage on the basis of the information provided.

Or:

APPROVE SUBJECT TO CONDITIONS

1. The species, cultivar, size and siting of two replacement trees shall be agreed in writing with the Local Planning Authority and these replacement trees shall be planted before the end of the next planting season following the commencement of the approved treatment (either wholly or in part). If within a period of five years from the date of any planting, the tree(s) is removed, uprooted or destroyed or dies (or becomes, in the opinion of the local planning authority, seriously damaged or defective), further planting of appropriate size and species shall be planted at the same place in the next planting season.

Reason: To maintain the visual amenities of the area.

2. Within 3 months of the commencement of the approved treatment (either wholly or in part) the applicant shall inform the Local Planning Authority in writing that the work has / is being undertaken.

Reason: To maintain the visual amenities of the area.

Consultations

Consultation was undertaken in accordance with adopted procedures which exceed statutory requirements:

Date of Site Notice: 1st August 2019

Consultees:

Neighbours consulted: 2

Replies: 1 Objection from the Mill Hill Preservation Society

The grounds of objection are:

“The Society has examined this application on the LBB website and in location, and we are concerned about the two trees being removed. The oak trees were certainly there long before The Reddings was built in the 1950s and are slow growing. The trees in question form part of a line of oak trees near the backs of the houses along that side of the street and if one house, albeit the extension, is being affected others should be also.

We have looked at the position of house and oak trees and they appear to be on the Claygate Beds (a mixture of clay, sand and gravel), but very close to the underlying London Clay. The last ‘Event Year’, when the clay soil was significantly affected by the lack of rain was 2007 but these oak trees seem to be on a clay/sand/gravel mix which will be less susceptible to desiccation and shrinkage. In order to prove what is happening to the foundations of any building, a 12 month (minimum) monitoring period would be needed and also trial pits dug and tree root samples taken and examined.

Indeed the Innovation Group report states that cracking was first noticed in March 2018 and their report recommending tree removal is dated April 2018. Four weeks to make that decision is totally inadequate and cannot be science based. According to our committee member who examined the site, and who has an engineering background, it seems doubtful that (assuming the foundations of the extension were built adequately) they are being affected by the roots of trees suddenly in 2018.

We object strongly to the removal of these trees on the evidence available and request that proper investigations are undertaken. Please be in touch if you require further information.”

MATERIAL CONSIDERATIONS

Relevant Recent Planning History:

Building works at 113 The Reddings, London, NW7 4JP.

W08852 – Single-storey side and rear extension.

- Conditional approval 14th September 1988.

W08852A – Side and rear roof extension.

- Refused 4th May 1999.

W08852B/00 – Roof dormer windows to sides and rear of the house.

- Conditional approval 14th March 2000.

There are no recent previous applications or notifications in respect of treatment to the Oak trees that are subject of this application.

PLANNING APPRAISAL

1. Introduction

An application form proposing felling of 2 x Oak (applicant's ref. T2 and T4) standing in the rear garden of 113 The Reddings in connection with alleged damage to that property was submitted via the Planning Portal in June 2019.

There were various discrepancies and shortcomings in the information - clarification and additional information was thus requested. Following the receipt of further information and correspondence from the agent, the application was registered on the 3rd July 2019.

The application has been submitted by Environmental Services acting as agent on behalf of Subsidence Management Services – who are dealing with a claim of alleged subsidence damage at 113 The Reddings.

2. Appraisal

Trees and Amenity Value

The subject Oak trees both stand within the rear garden of 113 The Reddings adjacent to the rear boundary of the property. The rear extension at 113 The Reddings is the closest part of the house to the subject trees. Oak (applicant's ref. T2) is the right-hand tree (when viewed from the house) and stands about 13.5-14 metres from the rear extension; Oak (applicant's ref. T4) is the left-hand tree (when viewed from the house) and stands close to the northernmost corner of the plot about 18-19 metres from the rear extension.

Oak (applicant's ref. T2) is about 17-18 metres in height and is a mature tree with a trunk diameter of 80cm (measured over the bark at 1.5 metres above ground level). The tree has an approximate branch spread of 8 metres to the north, 7 metres to the east, 9 metres to the south and 5.5 metres to the west. The tree has had some previous crown lifting treatment and has a form that is slightly suppressed by Oak (applicant's ref. T4) which is the larger tree. Dense Ivy growing up the trunk made close inspection of the trunk difficult. The foliage of the tree appeared to be of reasonable form, density and colour – indicative of a good physiological condition. There was some (mostly minor) deadwood within the crown – but the tree had no obvious major structural faults apparent.

Oak (applicant's ref. T4) is over 20 metres in height and is also a mature tree with a trunk diameter of 95cm (measured over the bark at 1.5 metres above ground level). The tree has an approximate branch spread of 9-10 metres to the north, 9 metres to the east, 11.5 metres to the south and 7 metres to the west. This tree has also had some previous minor crown lifting treatment. This Oak is the dominant specimen in the group and has a spreading crown of good form. The foliage of the tree appeared to be of reasonable form, density and colour – indicative of a good physiological condition. There was some (mostly

minor) deadwood within the crown and some branch snags which have resulted from previous breakage of some minor branches – but the tree had no obvious major structural faults apparent.

The Reddings comprises an elongated oval roadway with detached and semi-detached houses that was built on agricultural fields during the early-mid 1950s. The Tree Preservation Order was made in 1956 in connection with the residential development of The Reddings - the Order referring to the area as Housing Site No. 14, Lawrence Street, Mill Hill NW7 and the individual sites are identified by plot numbers. The houses and roadway are not shown on the 1951 Ordnance Survey map – but are shown on the Tree Preservation Order map.

The residential area is verdant and retains many links with its pre-development agricultural landscape, including retention of belts of former field boundary trees which have informed the layout (aligning with site boundaries). 113 The Reddings backs onto the extensive Lawrence Street Allotments, through which runs public footpath H18 (linking Lawrence Street with Marsh Lane and small Public Open Spaces); there are also fields and woodland in close vicinity. Although The Reddings is not within, it is very close to, the designated boundaries of Mill Hill Conservation Area and Green Belt. The land is quite steeply sloping – the Ordnance Survey 110m contour running almost at right angles through 113 The Reddings with the 120m contour less than 40m away to the north-east.

The two trees stand adjacent to the rear boundary of the property and both trees significantly predate the construction of The Reddings. These Oak trees are remnants of the former agricultural field boundary that existed prior to the residential development of the land. The two Oak trees are components of a belt of mature vegetation adjacent to the rear boundaries of most of the odd numbered properties in this stretch of The Reddings which has importance both visually and ecologically, for example as wildlife habitat. The Oaks (applicant's ref. T2 and T4) can both be seen above and between the houses from The Reddings as well as sections of Reddings Close and Lawrence Street; they are visible as being within a group of mature trees from parts of the Mill Hill Conservation Area. The two Oaks are seen as part of a backdrop of mature trees standing behind the houses and from these viewpoints appear to stand at the eastern end of the line of trees standing adjacent to the rear boundaries of 77 to 113 The Reddings. In addition, the subject Oak trees are also visible from the public footpath crossing the allotments – from where they also appear as part of a further group with several (non-TPO) trees standing within the allotment land which, being shorter, are less visible from other directions. The views of the subject Oak trees from publicly accessible locations are enhanced both by the topography of the land (the trees stand at a higher level than the house and roadway) and the relatively open allotment land to the rear. These Oak trees make a very important contribution in helping to screen and soften the built form of the residential houses, maintaining a verdant character to the residential roadway.

The application

The application submitted by Environmental Services was registered on the 3rd July 2019. The reasons for the proposed felling of the two Oak trees (applicant's ref. T2 and T4) cited in section 5 of the application form are:

“The tree works are proposed to stop the influence of the tree(s) on the soil below building foundation level and provide long term stability.

Estimated costs of repair to the building are £40k if the influence of the tree(s) remain and £3.3k if the proposed tree works are allowed to proceed. Granting permission will limit these costs. In the event of a refusal we, or our clients, will seek to secure compensation for the additional costs incurred through Section 202(e).

Should the tree/s remain the total cost of repairs will be the Superstructural repairs + Alternative method of repairs = £43.3k

It is the expert opinion of both the case engineer and arboriculturalist that on the balance of probabilities the supporting information demonstrates the influence of the tree(s).”

The supporting documentation comprises:

- “Arboricultural Consultancy for Esure” report by Environmental Services dated 30th April 2018.
- Claim Assessment Report by Innovation Group dated 28th March 2018 which includes some information about, and photographs of, the damage at 113 The Reddings.
- Engineers Addendum Report by Kevin Phillips of Innovation Group dated 16th May 2019.
- Geotechnical Report for Subsidence Management Services by SubsNetuk dated 13th April 2018 and including details of trial pit/borehole logs for two trial pits/boreholes (TP/BH1 and TP/BH2) dug on the 6th April 2018 and foundations details for the extension at 113 The Reddings.
- Geotechnical Report for Subsidence Management Services by SubsNetuk dated 3rd October 2019 and including details of borehole logs for two additional boreholes (BH3 and BH4) dug on the 19th September 2019 and DNA Analysis of the roots found in samples taken from those boreholes.
- Level Monitoring Report for Subsidence Management Services by SubsNetuk dated 26th April 2019 and including level monitoring results for a period of between 6th June 2018 and 20th April 2019 (comprising 6 sets of readings).
- Level Monitoring Report for Subsidence Management Services by SubsNetuk dated 11th July 2019 and including level monitoring results for a period of between 6th June 2018 and 4th July 2019 (comprising 7 sets of readings).
- Root Identification Report for Subsidence Management Services by SubsNetuk dated 9th April 2019 and including roots analysis results for samples taken from two trial pits/boreholes (TP/BH1 and TP/BH2).
- Soils Analysis Report for Subsidence Management Services by SubsNetuk dated 13th April 2018 including soils analysis for samples taken from two trial pits/boreholes (TP/BH1 and TP/BH2) on the 10th April 2018.

The Claim Assessment Report by Innovation Group dated 28th March 2018 states that the damage was first noted and notified to the insurer on the 16th March 2018. The report provides details of the damage – which is internal and external to the rear extension that was constructed in 1988 and at its junction with the main building (see application W08852 in relevant recent previous planning history above).

The report includes photographs of the damage and states that *“It is common practice to categorise the structural significance of the damage in this instance, the damage falls into Category 3 (Moderate).”*

BRE Digest 251 *Assessment of damage in low-rise buildings* includes a ‘Classification of visible damage to walls with particular reference to ease of repair of plaster and brickwork or masonry’. It describes category 3 damage as *“Cracks which require some opening up and can be patched by a mason. Repointing of external brickwork and possibly a small amount of brickwork to be replaced. Doors and windows sticking. Service pipes may fracture. Weather-tightness often impaired. Typical crack widths are 5 to 15mm, or several of say, 3mm.”*

However, the *“minor cracking is evident on the junction of the original right hand flank wall of the property and front wall of the [utility] room”* and *“the grouting on the junction of the applied wall tiling has cracked and fallen out”* in the Kitchen referred to in the report would correspond to lower Categories of the BRE classification (Categories 0, 1 and 2).

BRE Digest 251 notes that *“For most cases, Categories 0, 1 and 2 can be taken to represent ‘aesthetic’ damage, Categories 3 and 4 ‘serviceability’ damage and Category 5 ‘stability’ damage. However, these relationships will not always exist since localised effects, such as the instability of an arch over a doorway, may influence the categorisation. Judgement is always required in ascribing an appropriate category to a given situation.”*

Although publicly available on the Council’s website (with the exception of the Level Monitoring Report dated 11th July 2019 and Geotechnical Report dated 3rd October 2019 which were added subsequently on receipt), from the comments it seems likely that the author of the objection letter may not have viewed all of the technical supporting information.

The Council’s Structural Engineers, having assessed all the submitted information, note:

- “1. Cracking appears to be consistent with subsidence of the foundations showing that rear extension is pulling away from the main property.*
 - 2. From the Level monitoring and root identification reports is shown that the trees and the seasonal movement are tree related matters. Pyracantha[a] could be a contributory factor.*
 - 3. The DNA identification indicates that both Oak trees T2 and T4 are implicated.*
 - 4. Please note that foundation depth of the rear extension recorded from BH/TP1 and BH/TP2 for a High Shrinkage soil is less than the anticipated depth required by the NHBC 4.2 Guide for the tree distance recorded to the rear extension. According to LABC foundation calculation site the required depth of the foundation at the rear extension should be 2.07m.*
- Conclusion;*
Oak trees would be implicated in the subsidence damage to the extension.”

Both the Council’s Structural Engineers and the author of the “Arboricultural Consultancy for Esure” report have suggested the Pyracantha to be a contributory factor in the damage at 113 The Reddings. It should be noted that the consent of/notification to the Local Planning Authority is not required for the removal of the Pyracantha sp. Hedge. Removal of the unprotected hedge may help limit moisture extraction from the soil by vegetation.

The consent/notification of the Council also not be required for the removal of any other unprotected vegetation (such as the Ivy growing up Oak (applicant's ref. T2) and Ash trees (T1 and T3 of the "Arboricultural Consultancy for Esure" report by Environmental Services dated 30th April 2018).

The Council's Structural Engineer has also noted: *"that foundation depth of the rear extension recorded from BH/TP1 and BH/TP2 for a High Shrinkage soil is less than the anticipated depth required by the NHBC 4.2 Guide for the tree distance recorded to the rear extension. According to LABC foundation calculation site the required depth of the foundation at the rear extension should be 2.07m."*

The Tree Preservation Order that includes these Oak trees was made at approximately the same time as the houses were built and the subject Oak trees predate the construction of the houses in The Reddings (by many decades, judging by their size). Given the trees' size and position, as well as the contemporaneous NHBC guidance regarding foundation depth, the construction of the single storey rear extension in the late 1980s should have had due regard to the presence and future growth of the TPO Oak trees.

However, given that the foundations for the extension appear to be only 1 metre to 1.3 metres deep (see the Geotechnical report dated 13th April 2018), it is evident that the extension was not constructed with due regard for the presence and future growth of the TPO Oak trees or in accordance with the NHBC guidelines.

As the Oak trees significantly predate the construction of the houses in The Reddings, it is uncertain whether there may be a possibility of further property damage being caused if the subject trees are removed, as the risk of heave has not been confirmed and no predicted heave calculations have been submitted with this application.

Removal of the subject Oak trees would be of significant detriment to public amenity and the character and appearance of the area as it would create a further gap in the line of mature vegetation adjacent to the rear boundary of the properties in this part of The Reddings, increasing visibility of the built form and eroding the verdant suburban character of the area.

3. Legislative background

As the two Oak trees are included in a Tree Preservation Order, formal consent is required for their treatment from the Council (as Local Planning Authority) in accordance with the provisions of the tree preservation legislation.

Government guidance advises that when determining the application the Council should (1) assess the amenity value of the tree(s) and the likely impact of the proposal on the amenity of the area, and (2) in the light of that assessment, consider whether or not the proposal is justified, having regard to the reasons put forward in support of it. It should also consider whether any loss or damage is likely to arise if consent is refused or granted subject to conditions.

The Town and Country Planning (Tree Preservation) (England) Regulations 2012 provide that compensation is payable for loss or damage in consequence of refusal of consent or grant subject to conditions. The provisions include that compensation shall be payable to a person for loss or damage which, having regard to the application and the documents and particulars accompanying it, was reasonably foreseeable when consent was refused or was granted subject to conditions. In accordance with the 2012 Regulations, it is not possible to issue an Article 5 Certificate confirming that the trees are considered to have 'outstanding' or 'special' amenity value which would remove the Council's liability under the Order to pay compensation for loss or damage incurred as a result of its decision.

In section 5 of the submitted application form it is stated: *"Estimated costs of repair to the building are £40k if the influence of the tree(s) remain and £3.3k if the proposed tree works are allowed to proceed. Granting permission will limit these costs. In the event of a refusal we, or our clients, will seek to secure compensation for the additional costs incurred through Section 202(e).*

Should the tree/s remain the total cost of repairs will be the Superstructural repairs + Alternative method of repairs = £43.3k."

The Engineers Addendum Report by Innovation Group dated 16th May 2019 which the agent has submitted with this application gives different figures stating that the potential cost of "Superstructure repairs" is "£5000.00" and the "potential additional cost" of "Foundation stabilisation" is "£30000.00."

The Court has held that the proper test in claims for alleged tree-related property damage was whether the tree roots were the 'effective and substantial' cause of the damage or alternatively whether they 'materially contributed to the damage'. The standard is 'on the balance of probabilities' rather than the criminal test of 'beyond all reasonable doubt'.

In accordance with the Tree Preservation legislation, the Council must either approve or refuse the application i.e. proposed felling. The Council as Local Planning Authority has no powers to require lesser works or a programme of cyclical pruning management to the privately owned TPO Oak trees that may reduce the risk of alleged tree-related property damage. If it is considered that the amenity value of the Oak trees is so high that the proposed felling is not justified on the basis of the reasons put forward together with the supporting documentary evidence, such that TPO consent is refused, there may be liability to pay compensation. It is to be noted that the Council's Structural Engineers have noted that the *"Oak trees would be implicated in the subsidence damage to the extension"*; although the Pyracantha hedge has been acknowledged to be a contributory factor and there is uncertainty about the risk of heave, it is also clear that the foundations were not constructed in accordance with NHBC guidance current at the time.

The statutory compensation liability arises for loss or damage in consequence of a refusal of consent or grant subject to conditions - a direct causal link has to be established between the decision giving rise to the claim and the loss or damage claimed for (having regard to the application and the documents and particulars accompanying it). Thus, the cost of rectifying any damage that occurs before the date of the decision, or rectifying damage which is not attributable to the subject trees, would not be subject of a compensation payment.

If it is concluded on the balance of probabilities that the roots of the two Oak trees are the 'effective and substantial' cause of damage or alternatively whether they 'materially contributed to the damage' and that the damage would be addressed by the felling of these trees, there may be a compensation liability if consent for the proposed felling is refused – in the application submissions it is indicated that the repair works for 113 The Reddings may be in excess of an extra £30,000 if the subject Oak trees are retained.

COMMENTS ON THE GROUNDS OF OBJECTION

The matters raised by the objector have been discussed in the body of the report above.

EQUALITIES AND DIVERSITY ISSUES

The Equality Act 2010 (the Act) came into force in April 2011. The general duty on public bodies requires the Council to have due regard to the need to eliminate discrimination and promote equality in relation to those with protected characteristics such as race, disability, and gender including gender reassignment, religion or belief, sex, pregnancy or maternity and foster good relations between different groups when discharging its functions.

The Council have considered the Act but do not believe that the application would have a significant impact on any of the groups as noted in the Act.

CONCLUSION

The agent, Environmental Services, proposes to fell two Oak trees standing in the rear garden of 113 The Reddings because of their alleged implication in subsidence damage to the single storey rear extension of that property.

The subject Oak trees are considered to have a very high public amenity value. They are clearly visible from several publicly accessible locations, forming part of a tree group which is important for wildlife as well as in preserving the character of the area and softening the adjacent built form. The loss of these Oak trees will have the effect of visually shortening the line of mature trees behind the houses when viewed from The Reddings, the junction with Reddings Close, Lawrence Street and the edge of the Mill Hill Conservation Area. When viewed from the public footpath running through the allotments to the rear (east of The Reddings) the loss of these trees will have the visual effect of opening up a gap in the vegetation group.

The Council's Structural Engineers have assessed the supporting documentary evidence and have noted that the subject Oak trees would be implicated in the subsidence damage to the extension. However, the subject trees are not the only causative factor in the alleged subsidence damage and it is uncertain whether or not there may be a risk of heave damage as a consequence of felling these Oak trees.

Bearing in mind the potential implications for the public purse, as well as the public amenity value of the subject Oak trees, it is necessary to consider whether or not the proposed felling of these trees is justified as a remedy for the alleged subsidence damage on the basis of the information provided.

If it is concluded on the balance of probabilities that the two Oak trees' roots are the 'effective and substantial' cause of damage or alternatively whether they 'materially contributed to the damage' and that the damage would be addressed by the felling of these two trees, there may be a compensation liability (in the application submissions it is indicated that the repair works for 113 The Reddings may be in excess of an extra £30,000 if the subject Oak trees are retained) if consent for the proposed tree felling is refused.

Members need to decide whether or not the proposal is justified, having regard to the reasons put forward in support of it, given the likely impact of the proposal on the amenity of the area; bearing in mind the potential implications for the public purse that may arise from the Decision for this application.



LOCATION: Unit 4
Hyde Estate Road
London
NW9 6JX

AGENDA ITEM 7

REFERENCE: 19/4661/FUL Validated: 21.08.2019

WARD: Colindale Expiry: 20.11.2019

APPLICANT: St George City Ltd and Sainsburys Supermarkets Ltd

PROPOSAL: Full planning application for the comprehensive phased redevelopment of existing supermarket site comprising phased demolition of existing store and Petrol Filling Station and construction of a mixed-use development comprising a replacement Sainsburys store of 8,998 sqm GIA (Use Class A1), 1,309 residential units (Use Class C3) and 951 sqm GIA flexible commercial space (Use Class A1 to A4, B1, D1 and D2) in buildings ranging from 4 to 28 storeys. Enabling works phase to comprise demolition of PFS, amendments to existing supermarket including the construction of new temporary entrance, highways works, amendments to car park and access arrangements and other associated works.

Phase 1 to comprise construction of new supermarket including basement, car and cycle parking, plant and servicing areas, 770 residential units and podium level amenity space. Phase 2 to comprise the demolition of existing supermarket and other associated works, 539 residential units, flexible commercial space, basement, car and cycle parking, public open space, landscaping, vehicular and pedestrian routes, servicing and access arrangements and other associated works.

The application is accompanied by an Environmental Statement and an addendum dated November 2019.

RECOMMENDATION

Recommendation 1

The application being one of strategic importance to London it must be referred to the Mayor of London. As such any resolution by the committee will be subject to no direction to call in or refuse the application being received from the Mayor of London.

Recommendation 2

Subject to Recommendation 1 above, the applicant and any other person having a requisite interest be invited to enter by way of an agreement into a planning obligation under Section 106 of the Town and Country Planning Act 1990 and any other legislation which is considered necessary for the purposes of seeking to secure the following, subject to any changes as considered necessary by the Head of Development Management:

- Legal Professional Costs Recovery

The Council's legal and professional costs of preparing the Agreement and any other enabling arrangements will be covered by the applicant (if necessary, can clarify that this will be an external party – Sharpe Pritchard).

- Enforceability

All obligations listed to become enforceable in accordance with a timetable to be agreed in writing with the Local Planning Authority.

- Indexation

All financial contributions listed to be subject to indexation.

- Residential Travel Plan (RTP)

- Full RTP that is ATTrBuTE and TRICS compliant to be submitted for approval at least 3 months prior to occupation of all 2 phases that meets the TFL TP guidance criteria.
- TRICS compliant monitoring within 4 months of 1st occupation and then in years 1, 3 and 5 and then every other year until 5 years after 1st occupation of the final unit.
- RTP to be updated and resubmitted for approval within 2 months of each period of monitoring
- RTP Champion in place at least 3 months prior to occupation and for the lifespan of the RTP until the RTP Review 5 years after 1st occupation of the final unit approved.
- £300 per unit RTP Incentive Fund for residents to select 2 out of 3 travel incentives – bike voucher, Oyster card, car club membership/use (up to maximum of £392,700)

- RTP monitoring fee of £25,000;
 - Car club – in operation with a mechanism to add further vehicles if usage is recorded at 75% or above
- Commercial Travel Plan
- Commercial Travel Plan Statement that is ATTrBuTE and itrace compliant to be submitted at least 3 months prior of any commercial unit over 600 sqm in size
 - itrace compliant monitoring within 4 months of 1st occupation and then in years 1, 3 and 5 and then every other year until 5 years after 1st occupation of the final commercial unit.
 - CTP to be updated and resubmitted for approval within 2 months of each period of monitoring
 - CTP to be overseen by a CTP Champion to be in place within each commercial unit
 - CTP monitoring fee £25,000
- Employment and Enterprise

The applicant would be expected to enter into a Local Employment Agreement with the Council in order to provide an appropriate number of employment outcomes for local residents. The number of outcomes (apprenticeships, work experiences, end use jobs etc) would be associated with the value of the development and would be based upon the formula set out within Appendix B (Calculating Resident Outputs for Development Schemes) of the Barnet Delivering Skills, Employment, Enterprise and Training SPD. Based, on the scheme value – the following outcomes would be secured:

Non-Financial Obligation	Outputs
Progression into Employment (unemployed under 6 months)	22
Progression into Employment (unemployed over 6 months)	21
Apprenticeships (minimum NVQ Level 2)	54
Work Experience	70
School/College/University Site Visits	633

School/College Workshops	348
Local Labour	30%
Local Supplier Requirements	6
Construction Training Initiative	Applicable

Any outcomes not delivered would be subject to a financial contribution of £20,000 per apprenticeship and £5,340 for every other employment outcome.

- Affordable Housing

Affordable housing to be provided in line with the approved affordable housing schedule set out below:

Tenure	No of Homes	Hab Rooms	% by Hab Rooms	% by Units
London Affordable Rent	101	343	35%	33%
London Living Rent	56	816		
Shared Ownership	243			
Intermediate Rent	30			
TOTAL AFFORDABLE	430	1159	35%	33%

Early stage review mechanism to be secured to be triggered if scheme not implemented within agreed timescale. The formula for this is set out within the Mayor's Affordable Housing SPG.

Nomination rights to be granted to LBB for all affordable rented accommodation.

- Carbon Offset Contribution

A carbon offset contribution of £1,346,119 be secured in accordance with the Mayor of London's Zero Carbon target for new developments if the development fails to achieve the necessary carbon reductions. The formula for calculation of the contribution is as follows: *(CO2 emitted from the development (tonnes) per year) minus (CO2 target emissions (tonnes) per year) x £1800*. This payment would be phased in installments with payment triggers linked to the development.

- Transport/Highways and Public Realm

A contribution of £60,000 would be made towards a feasibility study in respect of a new Queens Road entrance to Hendon Station Underground Station.

A footway improvement scheme for the area of footway to the front of the site down to and including the junction of the A5/Garrick Road, linking to the boundary of the West Hendon public realm enhancements. Alternatively, the applicant shall make a financial contribution, commensurate with a costed scheme of improvement agreed with the LPA.

The junction of the Hyde Estate Road/A5 would also be reconfigured to facilitate the development delivered through Section 278. The detailed design of the junction would be agreed through the S278 process. A S278 agreement would also be entered into in respect of pedestrian and cycle improvements to the front of the site.

A wayfinding strategy from the site to Hendon Station and West Hendon Playing Fields would also be required with a scheme including Legible London signage (or similar) to be agreed with the LPA and thereafter delivered.

- Bus Service Contribution

A contribution of £900,000 to provide additional bus services in the vicinity of the site. First payment of £450,000 to be made on occupation of the 550th residential dwelling. Second payment of £450,000 to be made on occupation of the 1,000th residential dwelling.

- Traffic Management Order

A contribution of £2000 towards the amendment of Traffic Management Order (TMO) to ensure that the new occupants are prevented from purchasing parking permits in local CPZs.

- Silk Stream Boundary

Scenario 1 – boundary treatment details as approved are agreed with CRT (subject to separate agreement with CRT)

Scenario 2 – agreement is not reached with CRT in which case revised boundary details are submitted to LBB for approval and implemented in accordance with these new details.

- Safeguarding of Bridge Landing Point

A landing location within the site shall be safeguarded for a potential future bridge connection across the Silk Stream.

- Commercial Units

A mechanism for promoting the occupation of the flexible use commercial units shall be secured, with triggers linking occupation to agreed stages of development.

Recommendation 3

That subject to Recommendation 1 and upon completion of the agreement specified in Recommendation 2, the Head of Development Management or Head of Strategic Planning to approve the planning application reference 19/4661/FUL under delegated powers, subject to the conditions set out within Appendix 2 of this report.

That the Committee also grants delegated authority to the Head of Development Management or Head of Strategic Planning to make any minor alterations, additions or deletions to the recommended conditions/obligations or reasons for refusal as set out in this report and addendum provided this authority shall be exercised after consultation with the Chairman (or in their absence the Vice-Chairman) of the Committee (who may request that such alterations, additions or deletions be first approved by the Committee).

MATERIAL CONSIDERATIONS

Relevant Planning Policy

Introduction

Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires that development proposals be determined in accordance with the development plan unless material considerations indicate otherwise. In this case, the development plan is The London Plan and the development plan documents in the Barnet Local Plan.

These statutory development plans are the main policy basis for the consideration of this planning application.

Barnet's Local Plan is made up of a suite of documents, including the Core Strategy and Development Management Policies development plan documents. The Core Strategy and Development Management Policies documents were both adopted by the Council in September 2012.

A number of other planning documents, including national planning guidance and supplementary planning guidance and documents are also material to the determination of this application.

More detail on the policy framework relevant to the determination of this development and an appraisal of the proposal against the development plan policies of most relevance to the application is set out in subsequent sections of this report dealing with specific policy and topic areas. This is not repeated here.

The London Plan

The London Plan (2016) is the development plan in terms of strategic planning policy for the purposes of the Planning and Compulsory Purchase Act (2004). The London Plan policies (arranged by chapter) most relevant to the determination of this application are:

Context and Strategy

1.1 (Delivering the Strategic Vision and Objectives for London)

London's Places:

2.6 (Outer London: Vision and Strategy); 2.7 (Outer London: Economy); 2.8 (Outer London: Transport); 2.15 (Town Centres); and 2.18 (Green Infrastructure: the Network of Open and Green Spaces)

London's People:

3.1 (Ensuring Equal Life Chances for All); 3.2 (Improving Health and Addressing Health Inequalities); 3.3 (Increasing Housing Supply); 3.4 (Optimising Housing Potential); 3.5 (Quality and Design of Housing Developments); 3.6 (Children and Young People's Play and Informal Recreation Facilities); 3.8 (Housing Choice); 3.9 (Mixed and Balanced Communities); 3.10 (Definition of Affordable Housing); 3.11 (Affordable Housing Targets); 3.12 (Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes) and 3.13 (Affordable Housing Thresholds).

London's Economy:

4.1 (Developing London's Economy); 4.2 (Offices); 4.3 (Mixed Use Development and Offices); 4.4 (Managing Industrial Land and Premises); 4.6 (Support for and Enhancement of Arts, Culture Sport and Entertainment Provision); 4.7 (Retail and Town Centre Development); 4.10 (Support New and Emerging Economic Sectors); and 4.12 (Improving Opportunities for All)

London's Response to Climate Change

5.1 (Climate Change Mitigation); 5.2 (Minimising Carbon Dioxide Emissions); 5.3 (Sustainable Design and Construction); 5.5 (Decentralised Energy Networks); 5.6 (Decentralised Energy in Development Proposals); 5.7 (Renewable Energy); 5.8 (Innovative Energy Technologies); 5.9 (Overheating and Cooling); 5.10 (Urban Greening); 5.12 (Flood Risk Management); 5.13 (Sustainable Drainage); 5.14 (Water Quality and Wastewater Infrastructure); 5.15 (Water Use and Supplies); 5.17 (Waste Capacity); and 5.21 (Contaminated Land).

London's Transport

6.1 (Strategic Approach); 6.2 (Providing Public Transport Capacity and Safeguarding Land for Transport); 6.3 (Assessing Effects of Development on Transport Capacity); 6.4 (Enhancing London's Transport Connectivity); 6.5 (Funding Crossrail and Other Strategically Important Transport Infrastructure); 6.7 (Better Streets and Surface Transport); 6.9 (Cycling); 6.10 (Walking); 6.11 (Smoothing Traffic Flow and Tackling Congestion); 6.12 (Road Network Capacity); and 6.13 (Parking)

London's Living Places and Spaces

7.1 (Building London's Neighbourhoods and Communities); 7.2 (Inclusive Environment); 7.3 (Designing Out Crime); 7.4 (Local Character); 7.5 (Public Realm); 7.6 (Architecture); 7.7 (Location of Tall and Large Buildings); 7.13 (Safety, Security and Resilience to Emergency); 7.14 (Improving Air Quality); 7.15 (Reducing Noise) and 7.18 (Protecting Local Open Space and Addressing Local Deficiency).

Implementation, Monitoring and Review:

8.2 (Planning Obligations); and 8.3 (Community Infrastructure Levy)

Draft Replacement London Plan

The Draft London Plan (DLP) published November 2017 sets out the Mayor's overarching strategic planning framework from 2019 up to 2041. When adopted this will replace the London Plan 2016.

The Inspector Panel Report following the Examination in Public was published in October 2019. The Inspector Panel was broadly supportive of the majority of the DLP, subject to several changes being made. The Mayor has subsequently declared in December 2019 it's 'intention to publish', accepting some but not all of the Inspector's recommendations as part of the Intend to Publish London Plan 2019 (dated December 2019). . As not all of the Inspector's recommendations have been accepted. It is for the Secretary of State to decide whether the DLP can proceed to adoption.

Due to the advanced nature of the DLP increasing weight should be attached to those policies which the Inspector's report considered sound. Nevertheless, the London Plan 2016 remains the statutory development plan until such stage as the replacement plan is adopted and as such applications should continue to be determined in accordance with the 2016 London Plan, while noting that account needs to be taken of emerging policies.

Barnet Local Plan

The development plan documents in the Barnet Local Plan constitute the development plan in terms of local planning policy for the purposes of the Planning and Compulsory Purchase Act (2004). The relevant documents comprise the Core Strategy and Development Management Policies documents, which were both adopted in September 2012. The Local Plan development plan policies of most relevance to the determination of this application are:

Core Strategy (Adopted 2012):

CS NPPF (National Planning Policy Framework – Presumption in favour of sustainable development)

CS1 (Barnet's Place Shaping Strategy – Protection, enhancement and consolidated growth – The three strands approach)

CS3 (Distribution of growth in meeting housing aspirations)

CS4 (Providing quality homes and housing choice in Barnet)

CS5 (Protecting and enhancing Barnet's character to create high quality places)

CS6 Promoting Barnet's Town Centres

CS7 (Enhancing and protecting Barnet's open spaces)

CS8 (Promoting a strong and prosperous Barnet)

CS9 (Providing safe, effective and efficient travel)

CS10 (Enabling inclusive and integrated community facilities and uses)

CS11 (Improving health and well-being in Barnet)

CS12 (Making Barnet a safer place)

CS13 (Ensuring the efficient use of natural resources)
CS14 (Dealing with our waste)
CS15 (Delivering the Core Strategy)

Development Management Policies (Adopted 2012):

DM01 (Protecting Barnet's character and amenity)
DM02 (Development standards)
DM03 (Accessibility and inclusive design)
DM04 (Environmental considerations for development)
DM05 (Tall Buildings)
DM06 (Barnet's Heritage and Conservation)
DM08 (Ensuring a variety of sizes of new homes to meet housing need)
DM10 (Affordable housing contributions)
DM11 (Development principles for Barnet's town centres)
DM13 (Community and education uses)
DM14 (New and existing employment space)
DM15 (Green belt and open spaces)
DM16 (Biodiversity)
DM17 (Travel impact and parking standards)

A number of local and strategic supplementary planning guidance (SPG) and documents (SPD) are material to the determination of the application.

Local Supplementary Planning Documents:

Sustainable Design and Construction (April 2013)
Residential Design Guidance (April 2013)
Planning Obligations (April 2013)
Affordable Housing (February 2007 with updates in August 2010)

Strategic Supplementary Planning Documents and Guidance:

Barnet Housing Strategy 2015-2025
Accessible London: Achieving an Inclusive Environment (April 2004)
Sustainable Design and Construction (May 2006)
Health Issues in Planning (June 2007)
Wheelchair Accessible Housing (September 2007)
Planning for Equality and Diversity in London (October 2007)
All London Green Grid (March 2012)
Shaping Neighbourhoods: Play and Informal Recreation (September 2012)

Affordable Housing and Viability (2017)

National Planning Guidance:

National planning policies are set out in the National Planning Policy Framework (NPPF) (2019).

The NPPF is a key part of reforms to make the planning system less complex and more accessible. The NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development. The document includes a 'presumption in favour of sustainable development'. This is taken to mean approving applications which are considered to accord with the development plan.

The Community Infrastructure Levy Regulations 2010:

Planning obligations need to meet the requirements of the Community Infrastructure Levy Regulations 2010 (as amended) to be lawful. Were permission to be granted, obligations would be attached to mitigate the impact of development which are set out in Section 10 of this report.

Environmental Impact Assessment Regulations (2017)

The Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2017 (hereafter referred to as 'the EIA Regulations') requires that for certain planning applications, an Environmental Impact Assessment (EIA) must be undertaken.

The term EIA is used to describe the procedure that must be followed for certain projects before they can be granted planning consent. The procedure is designed to draw together an assessment of the likely environmental effects (alongside economic and social factors) resulting from a proposed development. These are reported in a document called an Environmental Statement (ES).

The process ensures that the importance of the predicted effects, and the scope for reducing them, are properly understood by the public and the local planning authority before it makes its decision. This allows environmental factors to be given due weight when assessing and determining planning applications.

The Regulations apply to two separate lists of development project. Schedule 1 development for which the carrying out of an Environmental Impact Assessment (EIA) is mandatory and Schedule 2 development which require the carrying out of an

EIA if the particular project is considered likely to give rise to significant effects on the environment. The proposed development does not fall within Schedule 1 of the regulations.

The development which is the subject of the application comprises development within column 1 of Schedule 2 of the Regulations. The development is deemed to fall within the description of Infrastructure projects and more specifically urban development projects (paragraph 10(b)).

As a development falling within the description of an urban development project, the relevant threshold and criteria in column 2 of Schedule 2 of the Regulations is that the area of development exceeds 5 hectares or 150 residential units.

Given the nature and scale of the development, it was common ground with the applicant that the application would need to be accompanied by an ES in line with the Regulations. On this basis no Screening Opinion was sought from the LPA.

An EIA Scoping Report, was submitted to the London Borough of Barnet (LBB) as the relevant planning authority by Avison Young on behalf of St. George City Ltd and Sainsbury's Supermarkets Ltd (the Applicants) in March 2019. The Report requested an EIA Scoping Opinion (under Section 13 of the Regulations) for a proposed development at Silk Stream, West Hendon (the Site). The LPA subsequently issued a Scoping Opinion in May 2019 confirming that the proposed scope of the ES was acceptable.

The current application is thus accompanied by an ES, the scope of which has been agreed by the LPA, fully in accordance with the Regulations.

1.0 Site Description

- 1.1 The application site comprises of a large Sainsbury's retail supermarket, comprising 7,274 sqm GIA of retail floorspace (Use Class A1) along with a large surface car park comprising 462 parking spaces. The site also accommodates a petrol filling station with 12 pumps and a hydrogen fuelling station. The retail store incorporates a service yard to the south of the site which can be accessed from the A5. Main vehicular access to the site is from the Hyde Estate Road adjoins the A5 through a partly signalised junction.

- 1.2 The site is located to the east of the A5 in Hendon and is bounded by the Hyde Estate Road to the north and the banks of the Silk Stream to the east and south. The site has an area of 3.7 hectares.
- 1.3 The site has a Public Transport Accessibility Level (PTAL) of 3 along the border with Edgware Road (the A5) and PTAL 2 near its eastern boundary. Hendon Railway Station is located within approximately 560m of the Site with regular services to Central London and Hendon Central Underground Station is approximately 1.5km away and is served by the Northern Line, with direct routes of approximately 17 minutes direct to central London. 11 bus routes, of which three are school bus services, serve the Site and these run along Edgware Road and Kingsbury Road to Brent Cross, Colindale, Kingsbury and Hendon Central.
- 1.4 The site is not located within a Conservation Area however the site does incorporate a Grade II listed milestone adjacent to the site frontage. The heritage asset is described as follows by Historic England:
1. *5004 EDGWARE ROAD Hendon NW9 Milestone (Watford 8 London 6) TQ 28 NW 7/2 25 Yards north of junction with Goldsmith Avenue II*
 2. *Early C19. 'V' shaped, cast iron. Round headed and marked "Hendon Parish".*
- 1.5 The application site is not subject to any other land designation.
- 1.6 To the north of the site, on the opposite side of Hyde Estate Road is a Honda vehicle showroom (Use Class Sui Generis) along with a vehicle/tyre workshop (Use Class B2). Further to the north is the Colindale Telephone Exchange building which benefits from a resolution to approve an application for the comprehensive redevelopment of the site to provide 505 residential units along with a range of other flexible uses at ground floor level (application ref: 18/0352/FUL). The existing building rises to 10-12 storeys in height whilst the approved scheme would have a maximum height of 17 storeys. At the time of writing this report, the planning application is awaiting the signing of the S106 agreement after which permission will be issued.
- 1.7 Further to the north of the Telephone Exchange site is the former Homebase site which is currently undergoing redevelopment as 'The Rushgroves' (application ref: H/05828/14). The completed development will comprise of 386 residential units along with commercial and community uses at ground floor level. The development would rise to a maximum of 14 storeys adjacent to the A5 frontage.
- 1.8 To the east of the site is the Garrick Road industrial estate which is separated from the site by the Silk Stream and its trees on the banks to either side of the waterway.

The industrial estate comprises a range of units within the B use class and is identified within the Local Plan as a Locally Significant Industrial Site.

- 1.9 To the south of the site is a Toyota vehicle showroom (Use Class Sui Generis) which is, again, separated from the application site by the Silk Stream. To the west of the site, on the opposite side of the A5 is a row of retail units with an area of off street parking to the front. Further to the north of the retail units is Hendon Magistrates Court.
- 1.10 It is clear from the site surroundings outlined above that both the existing and emerging contexts are varied in terms of building height, use, scale and footprint.

2.0 Proposed Development

- 2.1 Permission is sought for the comprehensive phased redevelopment of the existing site to provide a mixed-use development comprising a replacement Sainsbury's store of 8,988 sqm (GIA) (Use Class A1), 1,309 new residential units (Use Class C3) and 951 sqm flexible commercial space (Use Class A1-A4, B1, D1 and D2). The development would comprise buildings ranging in height from 4 to 28 storeys and would be delivered in three phases.
- 2.2 The Enabling Works Phase precedes Phases One and Two and comprises site clearance and the demolition of the existing petrol filling station, amendments to the existing supermarket, highway works, amendments to car park and access arrangements and other associated work. Works to the existing store include partial demolition and construction of a new entrance to enable the store to continue trading whilst the new store is constructed. Once the new store is operational, the existing store will be demolished. The Transitional Store will comprise 6,946 sqm GIA and 138 car parking spaces will be provided throughout the Enabling Works Phase, during the construction of Phase One.
- 2.3 Phase One comprises the construction of the new supermarket including basement, car and cycle parking, plant and servicing areas, 770 residential apartments, podium level amenity space and construction of the Transitional Store entrance.
- 2.4 Phase Two comprises the demolition of the existing Sainsbury's supermarket, construction of 539 residential apartments, flexible commercial space, car and cycle parking, public open space, landscaping, vehicular and pedestrian routes, servicing and access arrangements and other associated works.

Land Uses

2.5 In terms of the proposed land uses, the development would deliver the following:

Land Use	Gross External Area (GEA) (sqm)	Gross Internal Area (GIA) (sqm)	Net Internal Area (sqm)	No. of Residential Units
Residential (C3)	120,101	109,564.5	82,053	1,309
Ancillary Residential (C3)	20,148	19,342	NA	NA
Retail Store (including car park and plant) (A1)	22,038	21,782	4,037 (excluding car park and colonnade)	NA
Flexible Commercial (A1-A4/B1/D1/D2)	1,050	951	912	NA
Total	163,337	151,639	87,002	1,309

2.6 Of the 1,309 homes, 35% are proposed as affordable housing calculated by habitable room, equating to 430 homes. The detailed tenure and mix is set out within the relevant section of this report.

2.7 Phase One will deliver a new Sainsbury's store of 8,998 sqm retail sales area (GIA). In total, the proposals would provide 951 sqm (GIA) of flexible commercial floorspace (Use Classes A1-A4, B1, D1 and D2). In total, six flexible commercial units would be provided throughout the Proposed Development with active commercial frontages along the ground floors, along the Edgware Road (the A5) frontage, as well as facing internally towards Silk Gardens.

2.8 The three flexible commercial units provided in Phase One will be provided at ground floor level and within the western part of the Site and are sized as follows: 72 sqm GIA, 124 sqm GIA and 105 sqm GIA.

2.9 Three flexible commercial units will be provided in Phase Two at the ground floor level of Block 09. These units total 650 sqm GIA. The most northern of these units will have entrances and active frontages which wrap around three sides of the building, which not only front the Edgware Road but also overlook Silk Garden. These flexible commercial units have the potential to be subdivided should the market demand.

Scale and Layout

- 2.10 The Proposed Development will comprise the construction of 12 ‘Blocks’ referred to as Blocks 01 to 12. Blocks 01 to 08 will be delivered above the Podium Block comprising the new supermarket and associated facilities. Block 12 adjoins the north-eastern elevation of the store. The podium and Blocks B01 to B08 and B12 are located in the northern half of the Site in Phase One. Blocks B09 to B11 are located in the southern half of the Site in Phase Two.
- 2.11 The four storey Podium Block is a rectangular building, located adjacent to the northern border of the Site and the Hyde Estate Road. This provides a podium for Blocks 01 to 08 to be built upon with associated podium level amenity space. A lobby entrance with a colonnade will be provided at ground floor level on the western façade, with the food store parking located centrally on the ground floor and flexible commercial units on the southern façade of the podium. The retail use, back of house and servicing area will be provided on the first floor.
- 2.12 The residential basement car park enables the delivery of a significant quantum of public open space: 38% of the site area. The rigidity of the urban layout of Phase One provides a contrast to the twisted forms of Blocks B09 to B11 in Phase Two. These Blocks mirror the route of the rural Silk Stream and enable Silk Garden to be framed.
- 2.13 The 12 residential buildings proposed across the site range from 4-28 storeys. Within Phase One there are 9 buildings ranging from 4 storeys (Block 12) to the north of the Site to 20 storeys (Block 08) at the north-eastern side of the Sainsbury’s store. The tallest elements of the Proposed Development are within Phase Two and are located to the north of the Site. Buildings heights across the site are set out below.

Building	Height (Storeys)
Block 1	12
Block 2	13
Block 3	11
Block 4	18
Block 5	17
Block 6	13
Block 7	13
Block 8	20
Block 9	16
Block 10	18
Block 11	28
Block 12	4

Landscaping

- 2.14 The development would provide a new large public park, Silk Garden, which would represent 38% (7,700 sqm) of the Site area.
- 2.15 The Proposed Development will also provide a total of 1,471 sqm of private residential amenity space in the form of ground floor gardens and podium level terraces across the Site. Further private residential amenity is provided through balcony and loggia space which will serve the majority of residential units.
- 2.16 Communal residential amenity is provided across the site with roof terraces providing 1,511 sqm of open space and podium gardens in Phase One providing 6,559 sqm. In total, 2,433 sqm of playspace is provided across the development.
- 2.17 A total of 4,788 sqm of public realm will be provided across the Site: 862 sqm of shared surface is proposed, 601 sqm of water surface (including a water feature) as well as green and brown roofs which total 4,202 sqm.
- 2.18 The landscaping proposals include a shared pedestrian and cycle route along the east and south of the Site, which runs adjacent to the west of Silk Stream, and a linear pedestrian route within the southern half of the Site, linking Edgware Road (A5) with Silk Stream.

3.0 Relevant Planning History

- 3.1 The applications outlined below relate directly to the application site.
- 3.2 W00632DC - Erection of 3 General Industrial Buildings (Class B2) 6,744 sqm. retail store (Class A1) building, petrol filling station and associated car parking and access. Approved subject to conditions in May 1992.
- 3.3 W00632EB - Extension to existing store to create a restaurant and coffee shop. Approved subject to Conditions in January 1996
- 3.4 W00632ES/01 - Installation of covered trolley bays in car park and alterations to store entrance doors. Approved subject to conditions in July 2001.
- 3.5 W00632FC/07 - Relocation of existing entrance involving bricking up of void and installation of new double automatic doors. Approved subject to conditions in August 2007.

- 3.6 W00632FE/07 - Various illuminated and non-illuminated signage to include fascia and totem signs. Approved subject to conditions in October 2007.
- 3.7 W00632FF/07 - General car park layout alterations. Installation of new filter lane to petrol station from car park exit. Removal of drop off point. Relocation of some parking spaces. Increase in number of cycle bays. Installation of new safety routes and new covered trolley bays. Approved subject to conditions in November 2007.
- 3.8 W00632FG/07 - Installation of 1No. totem sign. Approved subject to conditions in December 2007.
- 3.9 H/03341/12 - Installation of a new 3.5m high palisade fence enclosure and a new canopy to the north-east side of the existing store to form a new grocery online service yard. Approved subject to conditions in October 2012.
- 3.10 H/02232/13 - Installation of 2no. internally illuminated fascia signs; 2no. internally illuminated projecting signs; 1no. internally illuminated hanging sign and 1no. internally illuminated wall mounted sign to replace existing. Approved subject to conditions August 2013.
- 3.11 H/02929/14 - Installation of hydrogen fuelling station following removal of car parking spaces. Approved subject to conditions in August 2014.
- 3.12 H/04944/14 - Single storey side extension to provide Goods Online Service. Approve subject to conditions in February 2015.
- 3.13 15/05439/FUL - Installation of steel and aluminium canopy. Approved subject to conditions in October 2015.

4.0 Consultations

- 4.1 As part of the consultation exercise, 1466 letters were sent to neighbouring occupiers with 884 objections and 13 letters of support subsequently being received. It should be noted that not all of the responses received came from the original distribution list and additional responses have been received from outside the original consultation area.

Summary of Neighbour Objections

- 4.2 The material planning considerations contained within the objections received from neighbouring residents can be summarised as follows. For the sake of brevity, objections have been summarised and categorised for officer response.

Objection	Officer Response
<p>The development would result in an excessive additional traffic and congestion.</p>	<p>The application is accompanied by a Transport Assessment (TA) which has been fully reviewed by both LBB Highways officers and TFL.</p> <p>The TA is underpinned by traffic modelling, assessing the impact of the development on the local highway network, inclusive of the cumulative impact from committed development in the local area.</p> <p>The modelling has been undertaken in accordance with TfL Guidelines and has been submitted for audit to TfL, which is under way though not completed. The initial results of the audit process has led to refinement of the base models, forecast inputs and junction options. The final audit stages will need to be completed as part of the detail design which follows planning approval, which will require updated models, if there is a delay between model completion and implementation earlier audit stages will need to be repeated as TfL's discretion.</p> <p>TfL is satisfied that subject to securing a package of transport improvements to support mode shift to public transport and active modes that there will not be an undue impact on the Strategic Road Network - A5 Edgware Road (the Hyde). This has been assessed with regards to capacity, and need to enhance facilities for cyclists and pedestrians and protect bus services from traffic impact.</p>
<p>The development would result in unacceptable additional strain on local health and education services.</p>	<p>The impact of the development on local health and education services is set out within the Socio-Economic chapter of the ES. In terms of any impacts identified, the development would be</p>

	<p>liable for a Community Infrastructure Levy (CIL) payment of £22m of which £16m would go to LBB. As such, it would be within the gift of the Council to allocate such funds to local health and education services as considered necessary.</p> <p>In terms of the spending of CIL funds, it is important to note that the CIL Regulations (September 2019) abolished the Regulation 123 list which allows Council's more discretion and flexibility in the allocation of such funds.</p>
<p>The density of the development is excessive.</p>	<p>Whilst the proposed density exceeds the optimum densities set out within the current London Plan density matrix, the development has been subject to a design-led approach in line with the Draft London Plan. Officers consider that the scheme would deliver a high-quality development which fully justifies an increased density. It is also important to note that the London Plan also outlines that the density matrix should not be applied mechanistically.</p> <p>The density of the development is fully assessed within Section 6.0 of this report.</p>
<p>The height and scale of development is excessive.</p>	<p>Whilst the application site is not identified as a strategic tall buildings location within Policy CS5, there are material circumstances which justify a departure from policy in this regard. The proposed scale and massing of the development is acceptable and would ensure integrate into the surrounding urban fabric, particularly cognisant of the emerging development to the north of the site.</p> <p>The height and scale of the</p>

	<p>development is fully discussed within Section 9.0 of this report.</p>
<p>The design and appearance of the development is not of an adequate quality.</p>	<p>The development is considered to be of a high design quality and has been the subjected of detailed design discussions with both LBB and GLA officers. The architectural detailing, colour tones and materiality of the scheme would all combine to create a high-quality aesthetic.</p> <p>The design and appearance of the development is fully discussed within Section 9.0 of this report.</p>
<p>The scheme represents overdevelopment of the site, especially in light of the surrounding cumulative development.</p>	<p>In terms of assessing whether the development represents overdevelopment of the site, officers consider that in all the key matters where such overdevelopment would be manifest, the application is acceptable. The density of the scheme is considered appropriate; the development would not result in any unacceptable harm to the local road network/local transport infrastructure; and the height and scale of the development is appropriate within its context. In all respects, officers have considered the matters</p> <p>On a more strategic point, the site represents a sustainable brownfield location where optimisation of housing delivery is encouraged by overarching regional and national policy. The development would also make a significant contribution to Barnet’s housing target of 2349 homes per year over a 10-year period (3134 homes per year in Draft London Plan).</p> <p>On the basis set out above, officers consider that the quantum of development is appropriate for the site. All referenced detailed matters are assessed within the relevant section of</p>

	this report.
The development would result in the loss of the petrol filling station which is heavily used by the local residents.	The Petrol Filling Station (PFS) does not benefit from any protection under planning policy. There are other such PFS facilities in both the local and wider area.
The proposed retail store will have inadequate levels of parking.	<p>The existing retail store comprises 462 car parking spaces which would be reduced to 267 spaces with the proposed scheme. The proposed level of retail car parking is predicated on a robust assessment of the usage of the existing car park. LBB officers are fully satisfied that the level of car parking is adequate for the proposed retail store.</p> <p>Car parking is fully assessed within Section 19.0 of this report.</p>
The proposed residential element of the development would have inadequate levels of parking.	<p>The development proposes a residential parking ratio of 0.33 spaces per unit. The lower level parking provision can be seen to result in less vehicular generation by the development, thus helping to reduce the impact of the development on the local network.</p> <p>In addition, the development would promote modal shifts to sustainable transport options through bus contributions, travel plan incentives and cycle/pedestrian/wayfinding improvements.</p> <p>Car parking is fully assessed within Section 19.0 of this report.</p>
The development would provide inadequate levels of affordable housing.	The development would provide 35% of habitable rooms as affordable which is in line with the Mayoral “fast-track” approach which obviates the need for any financial viability to be submitted as part of the application. The level of affordable housing is fully compliant with Mayoral policy and should be

	<p>viewed as a significant benefit, weighing in favour of the scheme.</p> <p>Affordable housing is fully assessed within Section 8.0 of this report.</p>
<p>The affordable housing proposed would not be genuinely affordable.</p>	<p>The tenure mix is slightly amended from the optimum LBB mix to allow for the maximisation of affordable housing delivery. It is important to note that the development would deliver 101 London Affordable Rent (LAR) homes, the majority of which would be family sized units.</p> <p>All of the affordable units would be affordable in line with GLA affordability criteria and would be secured as such through the S106.</p> <p>Affordable housing is fully assessed within Section 8.0 of this report.</p>
<p>The development would result in overspill parking, to the detriment of local parking conditions</p>	<p>The application site is located outside of a CPZ, however there are a limited number of streets within a 200m walk distance that could accommodate residents parking. In order to ensure that residents of the development could not apply for permits in surrounding CPZ's, a Traffic Management Order (TMO) contribution would be sought through the S106 which would adequately control overspill parking.</p> <p>Car parking is fully assessed within Section 19.0 of this report.</p>
<p>The development would result disruption and pollution during construction</p>	<p>Any approved development would be subject to a robust Demolition and Construction Management Plan which would ensure that all aspects of the construction process would be fully monitored and controlled and any potential disruption fully mitigated.</p>

<p>The development would result in a loss of daylight/sunlight to surrounding properties</p>	<p>A daylight/sunlight report was submitted in support of the application which has been fully reviewed by officers.</p> <p>In terms of daylight, it is demonstrated that all of the properties assessed would achieve a BRE compliance level of over 85% which is considered good in such an urban location and cognisant of the other scheme benefits.</p> <p>In terms of sunlight, of the relevant properties assessed, all would achieve a BRE compliance level of at least 99% which is clearly acceptable.</p> <p>Daylight/sunlight are fully assessed within Section 10.0 of this report.</p>
<p>The development would result in excessive overshadowing of the proposed park area.</p>	<p>BRE guidelines recommend that in order for an area to be well sunlit throughout the year, at least 50% of the space should see two or more hours of direct sunlight on 21st March. The GIA assessment sets out that 63% of the overall open space provided within the development would receive direct sunlight for two hours or more on 21st March, in compliance with the guidelines.</p> <p>Overshadowing of the park area is fully assessed within Section 7.0 of this report.</p>
<p>The development would result in unacceptable harm to the flora and fauna of the Silk Stream.</p>	<p>The Canals and Rivers Trust, Environment Agency and Natural England were all consulted on the application and some concern was raised at potential impact on the flora and fauna of the Silk Stream. In addressing this point, conditions are attached in line with comments from the CRT which would adequately mitigate and overcome the concerns set out.</p>

<p>The development would result in unacceptable microclimatic conditions.</p>	<p>The application was accompanied by an ES Addendum, including a Microclimate Assessment relating to the impact of the development on local wind conditions. The assessment identifies areas where the development could result in a decrease in comfort levels. The assessment goes on to propose a scheme of mitigation which would satisfy officers that any impacts would not be unacceptable.</p> <p>Microclimatic impacts are fully assessed within Section 9.0 of this report.</p>
<p>The development would be at unacceptable risk of flooding.</p>	<p>Due to the sites location, adjacent to the Silk Stream, the Environment Agency (EA) were consulted on the application. They noted that the majority of the site is at medium risk of river flooding (Flood Zone 2) with Flood Zone 3a and 3b confined to the river corridor area (high probability of flooding).</p> <p>Following assessment, the EA were satisfied that the applicant had provided evidence that flood risk will not be increased and that adequate precautions have been taken to mitigate the risk including appropriate finished floor levels and access and egress.</p> <p>Flood risk is fully assessed within Section 13.0 of this report.</p>
<p>The development would result in unacceptable levels of noise</p>	<p>The potential noise impacts of the development are fully considered within the relevant section of the ES which has been reviewed by the Council's EH officers. Numerous conditions are attached relating to the potential noise generating aspects of the development which it is considered would adequately mitigate any</p>

	potential harm to the satisfaction of EH officers.
There is insufficient sewer capacity to accommodate the development	The application has been reviewed by Thames Water in respect of whether the capacity of the existing sewer network can accommodate the additional discharge from the proposed development. Thames Water have requested a condition which is attached accordingly which will allow for the matter to be resolved in discussion with the applicant if permission were granted. Such a condition is common for developments and does not indicate that the existing sewer capacity cannot accommodate the additional discharge of the development.
The development is would result in unacceptable risk due to contamination	<p>The application was accompanied by a preliminary site investigation which identified a number of potential contaminants. As a result, any permission would be subject to a condition requiring further investigation, mitigation and/or remediation (if necessary) to be undertaken to the satisfaction of the Council. Subject to this condition, the Council's EH officers have no objection to the application.</p> <p>Land contamination is fully assessed within Section 14.0 of this report.</p>

Responses from External Consultees

4.3 The responses received from external consultees can be summarised as follows:

Consultee	Response
London Borough of Brent	London Borough of Brent has an in principle objection to the increase in retail floorspace. The RIA which accompanies the application has not robustly applied the sequential test or

	<p>impact assessment to justify departing from the town centre first approach in the NPPF and in accordance with Brent Core Strategy Policy DM 11.</p> <p>Justification is required as to why greenfield runoff rates cannot be achieved to address London Plan policy 5.13.</p> <p>In addition, there are concerns over the Transport Assessment's development modelling, access to the store from Edgware Road and cycle parking access and provision.</p>
London Fire Brigade	<p>The London Fire Commissioner (the Commissioner) is the fire and rescue authority for London. The Commissioner is responsible for enforcing the Regulatory Reform (Fire Safety) Order 2005 (The Order) in London. The Commissioner is satisfied with the proposals.</p>
Canals and River Trust	<p>Based on the information available, our substantive response is to advise that suitably worded conditions are necessary to address these matters.</p> <ul style="list-style-type: none"> a) Impact on the character and appearance of the waterway b) Impact on the ecology of the waterway corridor c) Impact on the structural integrity of the waterway d) Impact on the water quality of Silk Stream <p>Should the LPA be minded to grant permission, we would request that conditions be attached (addressing the aforementioned matters).</p>
Greater London Authority	<p>Stage 1 Response: Principle of development: The principle of a residential-led mixed-use</p>

redevelopment of the existing low-density supermarket site is supported. The small increase in retail floorspace on the site has been shown as unlikely to harm the viability or vitality of nearby centres.

Affordable housing: The provision of 35% affordable housing would meet the requirements of the Fast Track Route, subject to the borough reconfirming it is satisfied with the proposed tenure split, and satisfying all other relevant borough and mayoral policy requirements.

Urban design: The design responds well to the local context and proposes a high-quality redevelopment. Further work on residential quality and clarity on the listed structure within the site is required.

Sustainable development: The applicant should provide further detail on the proposed ASHP and PV provision. Further detailed comment should be sought from the EA with regard to flood mitigation.

Additional detail on surface water drainage proposals should be provided.

Transport: The applicant should seek to respond further to draft London Plan policy with regard to retail parking, and should seek to reduce residential car parking further to lessen any impact on the adjacent junction and encourage active travel. Planning contributions, obligations and conditions are required as outlined in the report.

Following the Stage 1 response in November 2019, further information was provided by the applicant to address the outstanding matters

	<p><i>relating to playspace, residential quality, heritage, drainage and energy/sustainability were provided to the satisfaction of the GLA.</i></p>
<p>Cadent Gas</p>	<p>Cadent have identified operational gas apparatus within the application site boundary. This may include a legal interest (easements or wayleaves) in the land which restricts activity in proximity to Cadent assets in private land. The Applicant must ensure that proposed works do not infringe on Cadent’s legal rights and any details of such restrictions should be obtained from the landowner in the first instance.</p> <p>If buildings or structures are proposed directly above the gas apparatus then development should only take place following a diversion of this apparatus. The Applicant should contact Cadent’s Plant Protection Team at the earliest opportunity to discuss proposed diversions of apparatus to avoid any unnecessary delays.</p> <p>If any construction traffic is likely to cross a Cadent pipeline then the Applicant must contact Cadent’s Plant Protection Team to see if any protection measures are required.</p> <p>All developers are required to contact Cadent’s Plant Protection Team for approval before carrying out any works on site and ensuring requirements are adhered to.</p>
<p>Environment Agency</p>	<p>We have no objections to the application as submitted. The majority of the site is at medium risk of river flooding (Flood Zone 2) with Flood Zone 3a and 3b confined to the river corridor area (high probability of flooding). The applicant has provided evidence that</p>

	<p>flood risk will not be increased and that adequate precautions have been taken to mitigate the risk including appropriate finished floor levels and access and egress.</p>
<p>Andrew Dismore AM</p>	<p>The density appears to go beyond all limits with 899 habitable rooms per hectare. For some comparison: Hendon Waterside is 460 hr/ha, The Telephone Exchange is 560 hr/ha and the Rushgroves 698 hr/ha.</p> <p>There is a risk of flooding from the Silk Stream as highlighted by the Environment Agency in the pre-application advice. Their recommendation is that residential units should be in flood zone 1 and 2 and retail in 3 and yet the application shows a large part of the residential blocks are in flood zone 3. Finished floor levels (FFLs) remain lower than 300 mm in several blocks - against the advice of the Environment Agency - and have only been achieved in block 12. In the event of a flood, the proposed evacuation routes for blocks 9, 10 and 11 are convoluted for residents and certainly not advisable for the elderly, disabled or children.</p> <p>The loss of light to a considerable number of nearby residents and consequent loss of light to habitable rooms; complete overshadowing throughout the year of the Silk Stream, and ironically the almost complete overshadowing of the much praised 'Silk Garden Park' due to the towers is surely unacceptable.</p> <p>The entire site is heavily contaminated from its previous history as a coach manufacture that produced military items during WWII, and from its current use as a petrol station. The report</p>

	<p>states: 'Elevated concentrations of heavy metals, PAH's, VOC's and SVOC's have been identified within the groundwater on site'. These are both carcinogenic and mutagenic. The report goes on to say that there has been no investigation of the extent of contamination around the petrol site yet from samples taken elsewhere there is a suggestion that there is leakage. In summary it states further investigation is required for the whole site.</p> <p>While remediation can address some of the pollutants, the fact that there is a risk of contaminating controlled waters and the Silk Stream makes it even more essential that these investigations are carried out before the planning committee even consider the scheme.</p>
Thames Water	No objection subject to condition.
Historic England (Archaeology)	No objection
Historic England (Heritage)	No objection

4.5 Officers are content that the matters raised in the consultation responses above have been adequately addressed within the main body of the report and have been conditioned where necessary.

Responses from Internal Consultees

4.6 The responses received from internal consultees can be summarised as follows:

Consultee	Response
Environmental Health	<p>The report by Watermans in appendix 9.1 shows that the development will be Air Quality Neutral. The site is considered to be High Risk and mitigation has been included which is satisfactory.</p> <p>I disagree with results of the air quality modelling that claim that the Air Quality</p>

	<p>will be okay when the development is operational. The A5 is currently very congested at times, add to this the cumulative impacts of other developments there will undoubtedly be extra traffic on the roads, resulting in AQ objectives being exceeded. At some receptors there will be 6-12% more traffic due to the development.</p> <p>Due to the extra cars on the road it would be best practice to get \$106 million for air quality measures to support the council's air quality action plan. It would be good to know what the development is doing to improve the A5 corridor as TFL, Brent and Barnet are working together to reduce congestion and improve air quality on the A5. They will also need to include sustainable/active travel options for residents.</p> <p><i>Following the response outlined above, additional detail was provided as necessary by the applicant and conditions are attached accordingly.</i></p>
<p>Transport and Highways</p>	<p>Car Parking & Travel Demand: The site is outside of a CPZ, however there are a limited number of streets within a 200m walk distance that could accommodate residents parking (as per the Lambeth Methodology) and as such we do not have any immediate concerns relating to this.</p> <p>The applicant has proposed a parking ratio for the residential properties in the region of 0.3 spaces per unit. Whilst this is on the low side when compared to adjacent developments such as the Former Telephone Exchange and Rushgrove's recently committed or under development within the area, the lower level parking provision can be seen to result in less vehicular</p>

generation by the development, thus helping to reduce the impact of the development on local streets.

The proposed development is located on the A5 Edgware Rd / Hyde Estate Rd and has a moderate PTAL of 2/3. The site benefits from frequent bus services which intersect adjacent to the site, and is approx. a 10-minute walk to Hendon NR Station. Visitors, staff and residents of the site can also access Hendon Central LUL Station, which is a 20-minute walk, 10-minute cycle ride or 10-minute bus ride away. Please see further information in the 'Stations' section below.

Parking for the replacement supermarket has been reduced significantly when compared with the existing provision. This proposed reduction is supported by parking surveys and reflects the peak demand recorded during the survey periods. We are therefore satisfied that the reduction in parking meets with policy and demand. TfL have however requested that this be further reduced to meet with the Draft London Plan standards, to a maximum of 180 spaces.

A car club space with an appropriate on-street position is to be agreed and funded by the developer, whilst a further car club space will be provided within the residential car park. Monitoring of the use of these car club vehicles will occur as part of the Travel Plan process, and if it is found that additional car club bays / vehicles are required to support the low level of car parking proposed we would expect that additional bays and vehicles will come forward.

A car parking management plan, which

sets out how the various car parks and disabled parking will be managed, including ensuring that disabled spaces are allocated on the basis of need and not attached to a particular flat or leased long term, should be secured by condition. Disabled / Accessible parking spaces are to be provided to Draft London Plan standards throughout the proposed development.

Station Impacts: We have identified potential impacts at both Hendon NR Station and Hendon Central LUL Stations based on the trip generation provided by the applicant.

In terms of Hendon NR Station, we are in continued discussions with Network Rail over the suitability of the existing station and footbridge to accommodate the addition trips generated by this development proposal.

In terms of Hendon Central LUL Station, TfL have requested a s106 contribution toward a study focused on the opening of a new station entrance onto Queen's Rd. The opening of an additional entrance and staircase to platform level has the potential to alleviate capacity issues which are likely to occur during the AM peak period.

A5 / Hyde Estate Road Junction: We have engaged the applicant to redesign their proposed junction arrangement for the A5/Hyde Estate Rd junction which was initially unsatisfactory.

The applicant has now provided various options for this junction, one of which they are proceeding to model and assess prior to determination. We are confident that the initial modelling presented by the applicant is representative of the impacts and as

such are comfortable with this junction design being progressed to detailed design stage for s278 purposes.

Pedestrian and Cyclist Access: The applicant has presented an Active Travel Zone assessment for the development. The ATZ also includes review of the key links to West Hendon, Hendon NR Station and West Playing Fields, and has agreed to fund a Legible London based Wayfinding Strategy for a reasonable distance toward these destinations. The exact details of this strategy will need to be firmed up in discussions over the s106 obligations.

Cyclist passage through the A5 / HER junction, into the Sainsburys store itself, and along the A5 have been reviewed in detail and the proposed junction works, extension of bus lanes and introduction of sections of shared-footway (all to be funded by the developer) go some way to adequately improving access to the site.

Stopping Up / Adoption: Due to the introduction of a new footway, and minor carriageway realignment, on Hyde Estate Road, we expect that any works undertaken by the developer under the s278 agreement will be to adoptable standards, and will be adopted by LBB as they form key connections within the highway network.

Cycle parking – To be provided to London Plan and LCDS Standards

The applicant must provide the figures for how many cycle parking spaces are actually being provided and provide clear updated plans showing that the Phase 1 cycle stores for all uses meet with at least the minimum standards of

	<p>the London Plan and LCDS. The provision of suitable Phase 2 cycle stores can also be secured by Condition at this stage prior to the start of works on this latter phase.</p> <p>The majority of the cycle stores are accessed from inside the Phase 1 residential and retail car parks, with further cycle stores in Phase 2 being accessed from the public realm areas. All of these stores have core access nearby.</p> <p>Buses: The applicant will be providing £900,000.00 funding to support the increase in peak time frequencies on existing bus routes which pass directly outside of the site. This is unlikely to change the site PTAL, but will further support sustainable transport options to/from the site.</p> <p>Freight: It is proposed that deliveries and servicing take place from a separate service entrance/crossover on Hyde Estate Rd. The Council should secure a delivery and servicing plan by condition. A full Demolition and Construction Management Logistics Plan (DMLP/CMLP) should be secured by condition.</p> <p>Loss of Hydrogen Filling Station: At present there is a hydrogen vehicle filling station to the northern portion of the existing site, and the applicant is proposing to remove this facility. It is understood that the filling station is used by private operators and has a very low number of visits per day. We are therefore satisfied that the loss of this facility would not be detrimental to the Borough.</p>
SUDS/Drainage	We have no objections to the application in principle subject to

	conditions being imposed.
Ecology	<p>The site itself is not subject to any statutory or non-statutory ecological designations, however Silk Stream watercourse Site of Importance for Nature Conservation (SINC) lies adjacent to the eastern site boundary. The nearest statutory designation is Brent Reservoir Site of Special Scientific Interest (SSSI)/ Local Nature Reserve (LNR) / SINC located approximately 50m to the south of the site. The Site is within the Brent Reservoir SSSI IRZ (Site of Special Scientific Interest Impact Risk Zone) therefore, Natural England should be consulted, and the application considered before planning is determined.</p> <p>Given the proximity of these designations, primarily designated for their aquatic interest, a series of construction and operational safeguards are set out in the ecological appraisal and should be secured by planning conditions.</p>
Peter Brett Associates (Retail Planning Consultants - acting for LBB)	<p>As an out-of-centre retail development, the proposed development must satisfy the key sequential and impact tests as set out in the NPPF at paragraphs 86, 87, 89 and 90. Having reviewed the RA, we agree that the proposed development complies with the sequential approach to site selection (paragraphs 86 and 87, and Local Plan policy DM11) and would not give rise to significant adverse impacts under the tests set out at paragraph 89 of the NPPF; the proposal is therefore not in breach of paragraph 90 of the NPPF which directs refusal if either one of those tests are not satisfied.</p> <p>We recommend that a condition is imposed to restrict the total net sales</p>

	<p>area of the replacement Sainsbury's store to 4,028 sqm. Because the RA has tested the impact of all the flexible commercial floorspace being occupied as A1 retail (whether convenience or comparison) and we agree with the applicant's conclusion that this impact is not significantly adverse, there is no need to impose any condition to restrict the proportion in terms of comparison or convenience or amount of retail floorspace in these units, other than it not exceeding the 951 sqm (gross) set out in the description of development.</p>
<p>Cllr Zubairi (Ward Councillor)</p>	<p>I am writing to object to the above application in my capacity as Councillor London Borough of Barnet. I would like to object of the following grounds:</p> <p>The density appears to go beyond all limits with 899 habitable rooms per hectare. For some comparison: Hendon Waterside is 460 hr/ha, The Telephone Exchange is 560 hr/ha and the Rushgroves 698 hr/ha.</p> <p>There is a risk of flooding from the Silk Stream as highlighted by the Environment Agency in the pre-application advice. Their recommendation is that residential units should be in flood zone 1 and 2 and retail in 3 and yet the application shows a large part of the residential blocks are in flood zone 3. Finished floor levels (FFLs) remain lower than 300 mm in several blocks - against the advice of the Environment Agency - and have only been achieved in block 12. In the event of a flood, the proposed evacuation routes for blocks 9, 10 and 11 are convoluted for residents and certainly not advisable for the elderly, disabled or children.</p> <p>The loss of light to a considerable number of nearby residents and</p>

	<p>consequent loss of light to habitable rooms; complete overshadowing throughout the year of the Silk Stream, and ironically the almost complete overshadowing of the much praised 'Silk Garden Park' due to the towers is surely unacceptable.</p> <p>The entire site is heavily contaminated from its previous history as a coach manufacture that produced military items during WWII, and from its current use as a petrol station. The report states: 'Elevated concentrations of heavy metals, PAH's, VOC's and SVOC's have been identified within the groundwater on site'. These are both carcinogenic and mutagenic.</p> <p>The report goes on to say that there has been no investigation of the extent of contamination around the petrol site yet from samples taken elsewhere there is a suggestion that there is leakage. In summary it states further investigation is required for the whole site.</p> <p>While remediation can address some of the pollutants, the fact that there is a risk of contaminating controlled waters and the Silk Stream makes it even more essential that these investigations are carried out before the planning committee even consider the scheme.</p> <p>With the above in mind, I therefore urge officers to reject this current scheme for the site.</p>
--	---

- 4.7 Officers are content that the matters raised in the consultation responses above have been adequately addressed within the main body of the report and have been conditioned where necessary.

PLANNING ASSESSMENT

5.0 Principle of Development

5.1 The existing site comprises of a retail supermarket, with associated car parking and a petrol filling station. The site is not subject to any overarching land use designations, and it is not located within a designated town centre. In assessing the principle of development, the following matters are considered to be pertinent:

- The expansion of a retail use outside of a designated town centre;
- The principle of a mixed-use development, comprising residential

5.2 These matters are addressed in turn below.

Retail Use

5.3 The existing site accommodates a retail store of 7,247sqm GIA along with the associated ground level car park. The proposed development would entail the demolition of the existing store, with the reprovision of an expanded store within Phase 1 of the development. The net sales area of the replacement store would be 832 sqm greater than the current store. In addition, 951 sqm of flexible use (A1-A4, B1, D1 and D2) commercial space would be provided within the development. The site is not located within one of the boroughs designated town centres and can thus be described as an out of centre site.

5.4 In such circumstances, Paragraphs 86, 87, 89 and 90 of the NPPF are relevant. These paragraphs of the NPPF set out *inter alia* that LPAs should apply a sequential test to planning applications for main town centre uses which are neither in an existing centre nor in accordance with an up-to-date plan; that (when considering out of centre proposals) preference should be given to accessible sites which are well connected to the town centre; and that LPAs should require an impact assessment if the development is over a proportionate, locally set floorspace threshold.

5.5 At a local level, Policy CS6 states that “we will promote the distribution of retail growth to meet the capacity for an additional 2,200m² (net) of convenience goods floorspace across Barnet by 2021–2026. The majority of the convenience capacity arises in the East sub-area (centred on the District Centre of North Finchley) and West sub-area (centred on the Major Centre of Edgware) beyond 2016. We will therefore not plan further significant convenience goods provision before 2026”.

5.6 Policy DM11(i) goes on to state that significant new retail and other appropriate town centre uses outside the town centres or any expansion of existing out of centre sites will be strongly resisted unless they can meet the sequential approach and tests set out in the NPPF or are identified in an adopted Area Action Plan.

5.7 In accordance with the aforementioned policy context, it was therefore necessary for a Retail Impact Assessment (RIA) to be submitted in support of the application. A RIA from Avison Young was thus submitted as part of the application comprising an assessment of the following:

- The relationship of the proposed main town centre uses against the sequential test; and
- An assessment of the likely impact of proposed retail and leisure land use elements on nearby defined town centres.

5.8 In order to ensure that the RIA was subject to critical assessment, the LPA instructed an independent Retail Planning specialist Peter Brett Associates (PBA) to undertake a review of the RIA document. Prior to the submission of the RIA, the scope of the assessment and the relevant methodologies were agreed with PBA in order to ensure robustness.

Sequential Assessment

5.9 Turning to the first strand of the RIA, the sequential test, given the location of the application site the following town centres were agreed as the

- West Hendon
- Hendon Central
- Burnt Oak
- Colindale
- Grahame Park
- Neasden
- Cricklewood

5.10 In terms of the search undertaken, the sequential test was predicated on the proposed development of 8,998sq m gross GIA (9,209sq m gross GEA) Class A1 supermarket and 951sq m gross GIA Class A1/2/3/4, B1 and D1/2 commercial floorspace supported by car parking provision for 267 vehicles (plus 3 accessible spaces at grade level) and a servicing area for the proposed retail floorspace. Therefore alternative sites need to be able to accommodate broadly this scale of floorspace/development alongside the need to demonstrate flexibility. A site area of circa 1.5 hectares was therefore adopted for the assessment.

5.11 Based on the scope of the assessment outlined above and the identified centres, the following sites were identified within the sequential assessment.

Town Centre	Site	RIA Comments
West Hendon	Health centre and private car park (0.26ha)	This area is too small to accommodate the proposed retail and main town centre uses. There is also a question mark over the availability of the surface level car park element of the site as it now appears to be used in connection with surrounding residential development.
West Hendon	Vacant land and adjacent properties	This area extends to 0.1ha and is therefore too small.
West Hendon	Vacant office / workspace	This site is also too small, at only 0.26ha.
West Hendon	Vacant showroom	The area which is currently being advertised to let extends to 462sq m and is therefore too small to accommodate the proposed main town centre uses. In addition, the overall site area is 0.14 hectares and is therefore too small to be considered a suitable alternative.
West Hendon	Hendon Waterside	We understand that there could be provision for up to 1,635sq m of non-residential floorspace (including Class A retail uses) within the Hendon Waterside development ⁹ . The location for these is shown in Figure 3.2 below (blue frontage definition). This, again, is too small a scale of provision (in terms of overall space and the unit sizes) to accommodate all of the proposed retail and main town centre uses at the subject site.

Burnt Oak	Watling Avenue car park	Site is not available for redevelopment and is too small to provide a suitable alternative (0.76ha).
Burnt Oak	104 Burnt Oak Broadway	vacant site within the defined centre boundary which has planning permission for a mixed use development. Site is too small to accommodate the proposal and the level of permitted retail floorspace (1,500sq m) is too small an alternative.
Burnt Oak	100 Burnt Oak Broadway	vacant site which is currently subject to a planning application for mixed use development including circa 1,500sq m of Class A1 retail uses. Site is too small to accommodate the proposal taking into account reasonable flexibility.
Burnt Oak	3 Burnt Oak Broadway	Site is currently under construction for 925sq m of Class A1/2 floorspace. Too small to accommodate the proposal taking into account reasonable flexibility.
Burnt Oak	Mecca Bingo (and former cinema)	Vacant Grade II listed building which is unsuitable for conversion to accommodate the proposed main town centre uses and is also too small in size (0.2ha).
Colindale	Former VW garage	The premises are currently being marketed by Rapleys and we understand that they are currently under offer. This suggests that the site will soon be unavailable. In addition, at 0.35 hectares, the site is too small to act as a

		suitable alternative to the subject site.
Grahame Park Estate	Grahame Park Estate	There is a proposal (within the Grahame Park SPD) to replace the existing neighbourhood centre with circa 1,700sq m of retail floorspace. It is notable that the 2017 retail study raises question marks over whether the replacement floorspace should also be defined 'town centre' but for the purposes of this analysis we have assumed that it will be, however at 1,700sq m this area is too small to accommodate all of the proposed retail and main town centre floorspace.
Cricklewood	194-196 Cricklewood Broadway and a surface level car park adjacent to the Beacon Bingo unit	Both sites have been subject to a combined planning application for a new foodstore, residential units and car parking provision. Detailed planning permission was granted in January 2018 and pre-commencement conditions are currently being discharged. The foodstore within the development extends to 3,457sq m gross, with a net sales area of circa 2,000sq m. As a consequence, whilst this site is available it is too small to accommodate the proposal and therefore is an unsuitable alternative.
Neasden	58 Neasden Lane (former Veetec site)	The site has planning permission for a hotel use. As a consequence, whilst it is generally available, it is not available for the proposed use on the planning application site and is also too small to accommodate the proposal

		taking into account reasonable flexibility.
--	--	---

- 5.12 In assessing the sequential assessment, PBA outlined that whilst there is some discussion on the RIA of the status of the site i.e. whether it should be considered edge or out of centre, depending on whether the NPPF or Barnet’s Local Plan Development Management Policies DPD definitions are adopted, the search considers potential alternatives as being in, edge- or well-connected out-of-centre sites. This is considered to an appropriate approach.
- 5.13 PBA also go on to accept the justification within the RIA for the minimum alternative site area of 1.5ha which was adopted within the document. PBA agree with the applicant that through appeal precedent and case law, the sequential approach requires the whole commercial development to be tested and not simply the uplift in floorspace from that currently trading at the application site, adopting this demonstrates reasonable flexibility as promoted in the NPPF and PPG. PBA also agree that there is no requirement to disaggregate the proposed development in carrying out the sequential approach.
- 5.14 The clear advice from PBA in respect of the sequential assessment is that, based on the evidence provided, they are in agreement that there are no suitable or available sites that are sequentially preferable to the application site and therefore they consider that the sequential test under Policy DM11 and paragraphs 86 and 87 of the NPPF.

Impact Assessment

- 5.15 Turning to the impact assessment, in line with the policy context previously set out there is also a requirement for the RIA document to include an assessment of the likely impact of the proposed retail uses on the health of, and investment within, nearby defined ‘town centres’.
- 5.16 Again, the scope of the assessment was agreed in advance by PBA on behalf of the LPA with the following principles agreed for the impact assessment:
- The assessment should focus upon the additional floorspace which is to be provided above and beyond the existing retail floorspace at the Sainsbury’s store;
 - The study area in the Town Centre Floorspace Needs Assessment (‘TCFNA’) prepared by PBA for LBB is an appropriate basis for the financial impact assessment, with zones 9 and 11 of that area forming the primary catchment;

- The turnover of the additional floorspace should be based upon a level which is 50% of the Sainsbury's published company average;
- The retail assessment should consider the possibility that all of the 951sq m of Class A1/2/3/4 and D1/2 could be occupied by all Class A1 retailers (although it is acknowledged that this is not the intention);
- The main retail commitment to be taken into account in the impact assessment is the Brent Cross Cricklewood regeneration scheme;
- The seven 'town centres' listed in the AY scoping note are agreed as being the main centres for the impact assessment, others have been included as appropriate.

5.17 The RIA sets out that almost all of the uplift in retail sales floorspace in the Sainsbury's store will be convenience goods floorspace. However, in terms of the assessment undertaken, the flexible use commercial floorspace provides the possibility that the non-supermarket retail floorspace could all revert to A1 use and sell a combination of either comparison and/or convenience goods. The RIA therefore considered the following scenarios:

Scenario	Convenience goods floorspace	Comparison goods floorspace
Sainsbury's extension + all of non-supermarket floorspace (951sq m) trading as convenience goods	1,337sq m net ¹¹	
Sainsbury's extension + all of non-supermarket floorspace (951sq m) trading as comparison goods sales	576sq m net	761sq m net

5.18 The scenarios outlined above represent the 'worst case' impact and as such PBA agreed that they represent a robust basis for assessment.

5.19 In the agreeing the scope of the initial RIA document, PBA had queried the proposed impact year of 2026 as this was beyond the five years set out in the PPG. The submitted RIA provides justification for the use of 2026 with reference to the build out period of the scheme which was accepted by PBA. Furthermore, in the interests of robustness the RIA includes assessment using the impact year of 2024 (Tables 13-

15 (Appendix 4)) to provide additional comfort in the scope of the document. On numerous other points relating to the methodology including sales density and sales efficiency, PBA were satisfied that the approach adopted within the RIA was reasonable.

- 5.20 The results of the impact assessment indicate that the worst-case scenario tested would generate an annual turnover of £12.5m which would result in the impact on most existing stores and centres being under 1%. The largest impacts on existing facilities will be at around 3% at Grahame Park, Burnt Oak, Colindale, the large ASDA store at Colindale, the Tesco and Lidl stores in Cricklewood and the Morrisons at Colindale.
- 5.21 Based on the above, the RIA sets out that there is no evidence to suggest that the modest increase in convenience goods floorspace at the application site is likely to have a significant adverse impact upon the health of nearby town centres. The document goes on to state that whilst all nearby centres have a reasonable convenience goods retailer presence, none of these centres is particularly reliant upon a convenience goods store for its health.
- 5.22 In assessing the results of the impact assessment, PBA have identified that the greatest impact of 3.2% would be at Colindale district centre. PBA consider that the higher percentage impact derives from the poor performance of the centre as identified within the TCFNA. PBA outline that, at 3.2%, the scale of the impact is such that it cannot be considered to qualify as significantly adverse.
- 5.23 In relation to the seven centres within the primary catchment area, the TCNFA found that for the six in LB Barnet, although Cricklewood was performing well, Hendon Central was performing good to moderately well and Burnt Oak was performing moderately, the other three centres (Colindale, Grahame Park and West Hendon) were underperforming. Whilst PBA identify that little analysis is provided within the RA about how the anticipated diversion may impact on these centres beyond the quantitative assessment, in the context of the TCNFA's findings, PBA did not consider the forecasts impacts to be significantly adverse in the context of the paragraph 89 of the NPPF.
- 5.24 The RIA goes on to consider that impact of the scenarios tested on town centre investment, as required by paragraph 89 of the NPPF. The RIA sets out that research undertaken to underpin the document to establish whether there are any planned or committed public and/or private sector investment projects did not identify any salient projects which are likely to be materially affected by the proposed development at Silk Park.

- 5.25 In relation to existing investment in defined 'town centres', the RIA sets out that this primarily relates to whether the proposed development will affect investor confidence in nearby centres with existing investors including retailers, landlords and other businesses. The RIA concludes that the financial impact analysis has confirmed that the likely financial impact upon convenience and comparison goods businesses in surrounding defined 'town centres' will be very low and therefore it is entirely reasonable to conclude that it is unlikely that the direct impact of the proposed retail space will be significantly adverse.
- 5.26 PBA concurred with the findings set out within the RIA in relation to town centre investment impact and in relation to the seven centres considered in the sequential work, the TCNFA, while identifying opportunity sites in Burnt Oak (Watling Avenue car park and market) and Hendon Central (former garage site), does not identify any committed investment which would be impacted by the proposed development. PBA go on to state that the existence of opportunity sites does not equate to planned investment which is well established through case law and appeal decisions. PBA conclude, in full agreement with the RIA, that there would be no impact on existing, committed or planned investment in the centres within the catchment area of the proposed development.

Conclusion

- 5.27 As an out-of-centre retail development, the proposed development must satisfy the key sequential and impact tests as set out in the NPPF at paragraphs 86, 87, 89 and 90. Having reviewed the RIA, PBA clearly conclude that the proposed development complies with the sequential approach to site selection (paragraphs 86 and 87, and Local Plan policy DM11) and would not give rise to significant adverse impacts under the tests set out at paragraph 89 of the NPPF. PBA therefore advise that the proposed development is not in breach of paragraph 90 of the NPPF which directs refusal if either one of those tests are not satisfied.
- 5.28 PBA also recommend that a condition is imposed to restrict the total net sales area of the replacement Sainsbury's store to 4,028 sqm, which is attached accordingly. The RIA has tested the impact of all the flexible commercial floorspace being occupied as A1 retail (whether convenience or comparison) and PBA agree with the applicant's conclusion that this impact is not significantly adverse and such they have advised that there is no need to impose any condition to restrict the proportion in terms of comparison or convenience or amount of retail floorspace in these units, other than it not exceeding the 951 sqm (gross) set out in the description of development.

- 5.29 Having regard to all of the above it is clear that, whilst the development is located in an out on centre location and would entail the intensification of retail/town centre uses; it has been clearly demonstrated that the development is compliant with the requisite sequential assessment as set out within the NPPF and would also not result in a significantly adverse impact on any of the local town centres. In this respect, officers consider that the intensification of the retail/town centre uses is acceptable. It is also important to note that the GLA stage 1 response agrees with the conclusions of the RIA.

Principle of Mixed Use Development (including Residential)

- 5.30 Having established that the retail element of the application is acceptable, it is also pertinent to consider that acceptability of the redevelopment of the site to provide a mixed-use development including residential. The application site is currently occupied by a retail supermarket with a large expanse of ground level car parking and the proposed development would seek to optimise the use of the land by providing a more efficient mix including a replacement retail store and 1309 residential units.
- 5.31 The development site represents an undesignated brownfield site within a sustainable location. Paragraph 121 of the NPPF states that “LPAs should take a positive approach to applications for alternative uses of land which are currently developed but not allocated for a specific purpose in plans, where this would help to meet identified development needs.” Paragraph 121 goes on to support proposals to “use retail and employment land for homes in areas of high housing demand, provided this would not undermine key economic sectors or sites or the vitality and viability of town centres.”
- 5.32 It is therefore clear that the proposed development is accordant with strategic policies at a local, regional and national level in respect of the proposed mixed use.

Loss of Petrol Filling Station (PFS)

- 5.33 Pursuant to the consultation exercise undertaken, numerous responses were received from neighbouring occupiers objecting to the loss of the PFS associated with the existing use. It is important to note that there are no planning policies which protect such a use within the borough and its loss is acceptable in policy terms. The traffic and movement impacts associated with the loss of the PFS are considered within the Transport Statement and assessed within the relevant section of this report.

6.0 Residential Density

- 6.1 London Plan policy 3.4 seeks to optimise the housing output of sites taking into account local context and character, the design principles in chapter 7 of the London Plan and public transport capacity. Taking into account these factors, Table 3.2 of the London Plan sets out a density matrix which serves as guidance for appropriate densities in different locations dependent on the aforementioned factors.
- 6.2 It should be noted that the Draft London Plan, takes a less prescriptive approach and Policy D6 states *inter alia* that the density of a development should result from a design-led approach to determine the capacity of the site with particular consideration should be given to the site context, its connectivity and accessibility by walking and cycling, and existing and planned public transport (including PTAL) and the capacity of surrounding infrastructure. Policy D6 goes on to state that proposed residential development that does not demonstrably optimise the housing density of the site in accordance with this policy should be refused.
- 6.3 The application site is best described as ‘urban’ defined within the London Plan as “areas with predominantly dense development such as, for example, terraced houses, mansion blocks, a mix of different uses, medium building footprints and typically buildings of two to four storeys, located within 800 metres walking distance of a District centre or, along main arterial routes”
- 6.5 The density of the proposed development across all phases would equate to 354 dwellings per hectare or 899 habitable rooms per hectare. The optimum density range for a site such as this as set out within the London Plan density matrix (London Plan – Table 3.2) would be between 45 and 170 units per hectare. The proposed density is therefore in excess of this optimum range. In terms of the Draft London Plan, it is stated that proposals exceeding 350 units per hectare require further design scrutiny.
- 6.8 Notwithstanding the exceedance of the optimum density range set out above, the London Plan Housing SPG sets out that development which exceeds the density ranges will not necessarily be considered unacceptable, but will require particularly clear demonstration of exceptional circumstances and a sensitive balance must be struck. The document goes on to state *inter alia* that where proposals are made for developments above the relevant density range they must be tested rigorously, taking particular account of not just factors such as dwelling mix, design and quality, physical access to services and the contribution of the scheme towards ‘place shaping’.

- 6.9 Whilst still an emerging document, Policies D1, D1A and D1B of the draft London Plan also place a greater emphasis on a design-led approach being taken to optimising the development capacity of a particular site and to make the best use of land, whilst also considering the range of factors set out in the preceding paragraph. Policy D2 of the emerging draft London Plan requires additional design scrutiny of schemes which exceed the optimum density ranges. The application is therefore consistent with the draft London Plan policies on density and design, and has been subject to the requisite additional design scrutiny.
- 6.9 In this case, the application site has been subject to a design-led approach to optimise the potential of the site with cognisance of the factors outlined above. Whilst full assessment is set out within the relevant sections of this report, in all respects officers consider that the scheme delivers a high-quality development which fully justifies an increased density. The London Plan also outlines that the density matrix should not be applied mechanistically and in this case it is considered that, notwithstanding the proposed density being in excess of the optimum range, it is appropriate for the site and in accordance with Policy 3.4 of the London Plan.
- 6.10 Numerous responses have been received through the consultation exercise objecting to the application on the basis of the excessive density, particularly in light of the cumulative impact with the emerging development to the north at Colindale Telephone Exchange and Rushgroves. In this respect, it is appropriate that the density of the scheme is assessed on its own merits in accordance with the preceding paragraphs of this report. In terms of the cumulative impact of the development with other emerging schemes; the manifestation of the cumulative impacts are assessed within the relevant sections of this report. The impacts of the development are mitigated as necessary through the S106 agreement.

7.0 Residential Standards and Living Quality

- 7.1 A high quality built environment, including high quality housing in support of the needs of occupiers and the community is part of the 'sustainable development' imperative of the NPPF. It is also implicit in London Plan Ch1 'Context and Strategy', Ch2 'London's Places', Ch3 'London's People', and Ch7 'London's Living Places and Spaces', and is explicit in policies 2.6, 3.5, 7.1, and 7.2. It is also a relevant consideration in Barnet Core Strategy Policies CSNPPF, CS1, CS4, and CS5 Development Management DPD policies DM01, DM02 and DM03 as well as the Barnet Sustainable Design and Construction SPD, Residential Design Guidance SPD and CAAP policy 5.2.

Dwelling Mix

- 7.2 Policy DM08 of the DMP – DPD states that new residential development should provide an appropriate mix of dwellings and with regards to market housing states that 4 bedroom units are the highest priority and 3 bedroom units are a medium priority.
- 7.3 The development proposes 1309 residential units across all phases with the following mix of units:

Unit Size	Phase 1	Phase 2	Total
Studio	69	56	125 (10%)
1 bedroom	312	191	503 (38%)
2 bedroom	283	259	542 (41%)
3 bedroom	106	33	139 (11%)
Total	770	539	1309

- 7.4 It is considered that the scheme comprises a good mix of housing types and sizes, including a good level of larger family sized units. Whilst there is a large proportion of 1 and 2 bedroom units, this is considered to be appropriate given the site's characteristics and location. Officers therefore consider the proposed dwelling mix to be acceptable and in accordance with Policy DM08 of the Local Plan.

Residential Space Standards

- 7.5 Table 3.3 in the London Plan provides a minimum gross internal floor area for different sizes of dwelling. This is set out in the table below, which shows the areas relevant to the units proposed within the development:

	Dwelling Type (bedrooms/persons)	Minimum Internal Floorspace (square metres)
Flats	1 bed (2 persons)	50
	2 bed (3 persons)	61
	2 bed (4 persons)	70
Houses	3 bed (5 persons)	86

- 7.6 All of the proposed units would at least meet and in most cases would exceed the minimum standards, providing a good standard of accommodation for future occupiers.

Wheelchair Housing

- 7.7 Barnet Local Plan policy DM03 requires development proposals to meet the highest standards of accessible and inclusive design, whilst Policy DM02 sets out further specific considerations. All units should have 10% wheelchair home compliance, as per London Plan policy 3.8.
- 7.8 The applicant’s Planning Statement sets out that 10% of the residential units would be provided as wheelchair adaptable in line with aforementioned policy context and in accordance with Part M4(3) of the Building Regulations. This is considered to be acceptable and a condition is attached which would secure these wheelchair units. It should also be noted that all units would be provided in line with Lifetime Homes standards.

Amenity Space

- 7.9 Barnet’s Sustainable Design and Construction SPD Table 2.3 sets the minimum standards for outdoor amenity space provision in new residential developments. For both houses and flats, kitchens over 13sqm are counted as a habitable room and habitable rooms over 20sqm are counted as two habitable rooms for the purposes of calculating amenity space requirements. The minimum requirements are set out in the table below:

Outdoor Amenity Space Requirements	Development Scale
For Flats: 5m2 of space per habitable room	Minor, major and large scale
For Houses: 40m2 of space for up to four habitable rooms 55m2 of space for up to five habitable rooms 70m2 of space for up to six habitable rooms 85m2 of space for up to seven or more habitable rooms	Minor, major and large scale
Development proposals will not normally be permitted if it compromises the minimum outdoor amenity space standards.	Householder

- 7.10 The development proposes a mix of private and communal amenity areas. Communal amenity space would be provided for the residents of the development through roof terraces, communal gardens at podium level in Phase 1 and within the new public park. Private amenity spaces would be provided through external balconies to each of the units.

- 7.11 The new public park which is located at the centre of the development site provides 7,700 sqm of publicly accessible open green space. This would also serve as communal amenity space for residents of Phase 2 which is considered to be appropriate given its location, size and quality.
- 7.12 Some objections were received relating to potential overshadowing of the public park area so it is important to note that overshadowing report confirms that the park receives very good levels of sunlight throughout the year. This is expanded upon and assessed explicitly within the relevant section of this report relating to daylight/sunlight and overshadowing.

Children's Play Space

- 7.13 London Plan Policy 3. 6 and draft London Plan Policy S4 require development proposals to make provisions for play and informal recreation based on the expected child population generated by the scheme. The Mayor's Play and Recreation SPG and draft London Plan Policy S4 expect a minimum of 10 sq.m. per child to be provided in new developments.
- 7.14 The child yield/playspace calculator was updated in June 2019, and in October 2019, and based on the updated calculator the development would be required to provide 5,398 sqm with the development providing a total of 2,433 sqm of playspace. Given the scale of the requirement generated from the updated GLA character, it is considered that in order to achieve quantitative compliance with the playspace requirement would likely require most of the open space within the development being given over to playspace. Such a scenario would not be conducive to providing a high-quality development in respect of all of the other functional requirements
- 7.15 It is considered in qualitative terms, the playspace on site would be of a high quality and would be adequate in terms of providing for the younger age groups. For the older age groups, West Hendon Playing Fields are located a short walk from the site and a wayfinding strategy to the fields would be secured through the S106. It is also important to note that all of the on-site playspace would be open to all residents and not segregated by tenure.

Privacy

- 7.16 Policy DM01 of the Local Plan requires that development have regard to the amenity of residential occupiers. In this regard it is necessary to consider the design of the scheme and the privacy that would be afforded to future occupiers of the development.

- 7.17 Within Phase 1 of the development, the windows within the internal east and west facing elevations of blocks B1 to B8 within Phase 1 are those which would have the most sensitive adjacencies and the separation distance between these windows would fall below the recommended 21 metre minimum separation distance as set out within the Barnet SPG on Sustainable Design and Construction, at 20 metres. Given the marginal nature of the shortfall it is considered that the relationship between the facing windows would not give rise to any undue loss of privacy through mutual overlooking. All of the other windows within Phase 1 would enjoy SPD compliant separation distances from closest adjacent windows.
- 7.18 Within Phase 2, the closest facing windows would be between Blocks B5 (Phase 1) and B9; between B11 and B10; and between B10 and B9 with separation distances of approximately 20 metres in all cases. Again, given the marginal nature of the shortfall below the SPD recommended minimum distance it is considered that there would no undue loss of privacy through mutual overlooking. This is especially so in the case of B11/B10 and B10/B9 given the offset relationship between the two facing elevations. All of the other windows within Phase 2 would enjoy SPD compliant separation distances from closest adjacent windows.

Outlook

- 7.19 In terms of outlook, as set out above the windows within the internal east and west facing elevations of blocks B1 to B8 within Phase 1 are those which would have the most sensitive adjacencies within the development with separation distances of 20 metres. The outlook from these windows, especially those within the lower floors would be opposite the facing elevation of the respective block opposite. Again, given the marginal nature of the shortfall below the SPD recommended minimum distance it is considered that there would no undue loss of outlook or undue creation of a sense of enclosure.
- 7.20 Within Phase 2, the closest separation distances from habitable windows would be between Blocks B5 (Phase 1) and B9; between B11 and B10; and between B10 and B9 with separation distances of approximately 20 metres in all cases. In addition to the distance being considered adequate to ensure that there would be no undue loss of outlook, all of the residential units in question are dual aspect with the windows subject to the 20 metre separation distance being located on secondary elevations. All of the other windows within Phase 2 would enjoy good outlook.

Daylight/Sunlight and Overshadowing

- 7.21 A 'Light Within' assessment from GIA surveyors was submitted in support of the application which assesses whether the development would provide residential accommodation considered acceptable in terms of daylight and sunlight, as well as communal amenity areas that would not be unduly overshadowed.
- 7.22 In terms of daylight, the relevant assessment criterion is the Average Daylight Factor (ADF) as recommended by the BRE. In terms of ADF, 2,874 of the 3,313 (87%) rooms would meet or exceed acceptable levels. By way of comparison, 76.7% of the windows within the neighbouring Colindale Telephone Exchange development (currently with a committee resolution to approve) were BRE compliant in terms of ADF. 87% is considered to be a good level of compliance in such an urban location, cognisant of the wider benefits of the scheme.
- 7.23 In terms of sunlight, the relevant assessment criterion is Annual Probable Sunlight Hours (APSH) and Winter Probable Sunlight Hours (WPSH). The GIA assessment concludes that 76% of the rooms facing within 90° of due south would meet or exceed BRE's recommended minimum levels for both APSH and WPSH. Again, this is considered to be a good level of compliance given the nature, location and characteristics of the scheme; especially in light of the 50% compliance that was considered acceptable in the adjacent Colindale Telephone Exchange development.
- 7.24 In terms of overshadowing, the relevant assessment relates to the communal amenity areas and the assessment criterion is set out in Section 3.3 of the BRE guidelines and states that "at least half of a garden or amenity area should receive at least two hours of sunlight on 21 March. If as a result of new development an existing garden or amenity area does not meet the above, and the area which can receive two hours of sun on 21 March is less than 0.8 times its former value, then the loss of sunlight is likely to be noticeable. If a detailed calculation cannot be carried out, it is recommended that the centre of the area should receive at least two hours of sunlight on 21 March".
- 7.25 As set out above, BRE guidelines recommend that in order for an area to be well sunlit throughout the year, at least 50% of the space should see two or more hours of direct sunlight on 21st March. The GIA assessment sets out that 63% of the overall open space provided within the development would receive direct sunlight for two hours or more on 21st March, in compliance with the guidelines.
- 7.26 Officers note that numerous responses were received as part of the consultation process, objecting to the application on the basis of unacceptable overshadowing of the central park area within Phase 2 of the development. With specific regard to the park, the GIA assessment sets out that 75% of its area will receive direct sunlight for

two or more hours on the equinox, exceeding BRE's recommendation of 50%. In this respect, it is therefore clear that the park would have potential for receiving good levels of sun on ground in full compliance with BRE guidelines.

- 7.27 Having regard to the above and on balance, cognisant of the site constraints and context, it is considered that the development would achieve good levels of daylight, sunlight and overshadowing compliance.

Noise

- 7.28 In relation to the noise impacts on the proposed development, the application is accompanied by a Noise Assessment (WYG – July 2019). A monitoring survey was undertaken in March 2019 to ascertain the baseline noise conditions and establish the main sources of ambient noise. The assessment then goes on to model the impact of the ambient noise on the future development, in combination with considering noise arising from the development itself during the works and operational phases.
- 7.29 Noise impacts arising from the works phase and assessed within the report, set out that levels of noise at the façades of the noise sensitive properties tested would be within the recommended criteria. In addition, any permission would be subject to conditions requiring a construction management plan to ensure potential noise and disruption is minimised whilst construction operations would also be subject to a restriction on hours.
- 7.30 In terms of the noise impacts on the future development, the report concludes that the development is not expected to have an adverse impact on health or quality of life in respect of noise. This conclusion is predicated on a scheme of mitigation including a glazing and ventilation strategy which achieves both ventilation and ensures internal ambient noise level requirements are within the acceptable range.
- 7.31 The noise assessment has been reviewed by the Council's Environmental Health officer who had no objections to the application subject to relevant conditions being attached.

Agent of Change

- 7.32 In addition to the noise impacts of the proposed development, it is also necessary to consider whether the introduction of the residential element of the development would represent an 'agent of change' in respect of the proximity to the neighbouring Garrick Road Industrial Estate. Whilst not yet adopted, Draft London Plan Policy D12

is relevant in this regard and requires that the applicant demonstrates that there would be sufficient mitigation measures in place to ensure that: i) the proposed combination of future employment and residential uses at the site would successfully coexist as part of the proposed co-location; and, ii) surrounding businesses/industrial areas would not be compromised by the proposed development in terms of their function, access, servicing and hours of operation.

7.33 Representations were received from the adjoining landowner relating to such matters and the applicant subsequently made representation acknowledging the development's status as an 'agent of change'. Conditions would be in place to mitigate any potential harm to the amenity of future occupiers and officers are satisfied that the co-existence of the adjacent sites would not be unduly harmful to residents.

8.0 Affordable Housing

8.1 London Plan 2016 Policy 3.12 seeks the maximum reasonable amount of affordable housing to be negotiated. The Barnet Core Strategy (Policy CS4) seeks a borough wide target of 40% affordable homes on sites capable of accommodating ten or more dwellings.

8.2 The current application is referable to the GLA and as such the Mayors Affordable Housing and Viability SPG is relevant. The SPG sets out a 'fast track' viability route whereby no viability appraisal is required if a development provides a level of 35% affordable housing (calculated by habitable room).

8.3 The proposed development proposes the following affordable mix:

Tenure	No of Homes	Hab Rooms	% by Hab Rooms	% by Units
London Affordable Rent	101	343	35%	33%
London Living Rent	56	816		
Shared Ownership	243			
Intermediate Rent	30			
TOTAL AFFORDABLE	430	1159	35%	33%

8.4 It should be noted that Mayor's Affordable Housing SPG outlines that affordable housing should be provided on the basis of 30% at low cost rent, 30% an intermediate product and 40% at the discretion of the LPA. In this case, the mix

accords with this mix and includes a range of products, including a good number of family sized London Affordable Rented homes for which there is the greatest demand in this part of the borough. The raison d'être of affordable housing policies is to maximise the amount of affordable housing secured from residential developments and in this case, adjusting the tenure split allows the scheme to maximise its affordable housing delivery.

8.5 Whilst in line with the Mayor's SPG and qualified for the 'fast track' approach, the scheme is still below the local target of 40% as set out within Policy CS4 of Barnet's Local Plan. It is however acknowledged that for fast track schemes, applicants are not required to submit viability information and will only be subject to an early review if the agreed level of progress is not made in a two-year time frame. It should also be noted that the GLA indicated support for the affordable housing proposals within the Stage 1 response.

8.6 Having regard to all of the above, officers consider that the 35% of the habitable rooms being provided as affordable is acceptable and is a significant benefit to the scheme which must weigh heavily in favour of the application in the context of the holistic assessment.

9.0 Design, Appearance and Visual Impact

9.1 The proposes 11 blocks across 2 phases with varying heights and forms. The following table summarises the heights of each of the blocks across both phases.

Building	Height (Storeys)
Block 1	12
Block 2	13
Block 3	11
Block 4	18
Block 5	17
Block 6	13
Block 7	13
Block 8	20
Block 9	16
Block 10	18
Block 11	28
Block 12	4

9.2 As is clear from the table above, all but one of the blocks would constitute a tall building for the purposes of assessment, with the Barnet Local Plan defining a tall building as one which is 8 storeys or above. The height of the proposed buildings

therefore necessarily dictates that a full tall buildings assessment of the application must be undertaken.

Tall Building Assessment

- 9.3 London Plan Policy 7.7 sets out the approach to tall buildings in London requiring that appropriate locations are identified in Local Plan's. The policy sets out design criteria that tall buildings should comply with. Further to this, London Plan paragraph 7.25 defines a tall building as one that is substantially taller than its surroundings, or significantly changes the skyline. A similar approach is taken in DLP Policy D9 which requires proposals to address visual, functional, environmental and cumulative impacts associated with tall buildings.
- 9.4 Core Strategy Policy CS5 of the Barnet Core Strategy identifies those areas of the borough where tall buildings will be suitable. These include the nearby Regeneration Areas at Brent Cross and Colindale, but not the application site itself. The application therefore represents a departure from development plan policy and it should be noted that it was advertised as such as part of the consultation exercise.
- 9.5 Notwithstanding the departure from the development plan, Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990 state that all applications must be determined in accordance with the development plan, unless material planning considerations dictate otherwise. The key consideration is therefore whether material planning considerations exist which justify the tall buildings in this location. In this case, officers consider that the principle of tall buildings at this location is acceptable for a number of reasons.
- 9.6 Most pertinently, is the emerging context within which the application site is located. To the north of the site is the Colindale Telephone Exchange site for which there is a resolution to approve from LBB planning committee. This development would rise to a maximum of 17 storeys at its maximum height with other building heights ranging between 3 and 12 storeys. Further to the north of the Colindale Telephone Exchange site is the former Homebase site, currently being built out as 'The Rushgroves' which rises to a maximum of 14 storeys. Notwithstanding its location outside of the identified strategic tall building locations, it is therefore clear that the character of surrounding area has been subject to a fundamental change in terms of the prevailing architectural typologies and in terms of the scale of development.

- 9.7 The proposed development, albeit larger in height and scale, in this case would be complimentary to the taller emerging character of the surrounding area. Further to the south west of the application site is the Hendon Waterside development (formerly West Hendon Estate) which rises to a maximum height of 28 storeys. Whilst the West Hendon Estate is identified as an appropriate location for tall buildings, in terms of its relationship to the A5 corridor and its relationship to natural resources (Welsh Harp and Silk Stream) the site shares many commonalties with the application site in question.
- 9.8 The image below, extracted from the applicant’s Design and Access Statement (DAS) shows the emerging context with the massing of the proposed development plotted (in purple tone).



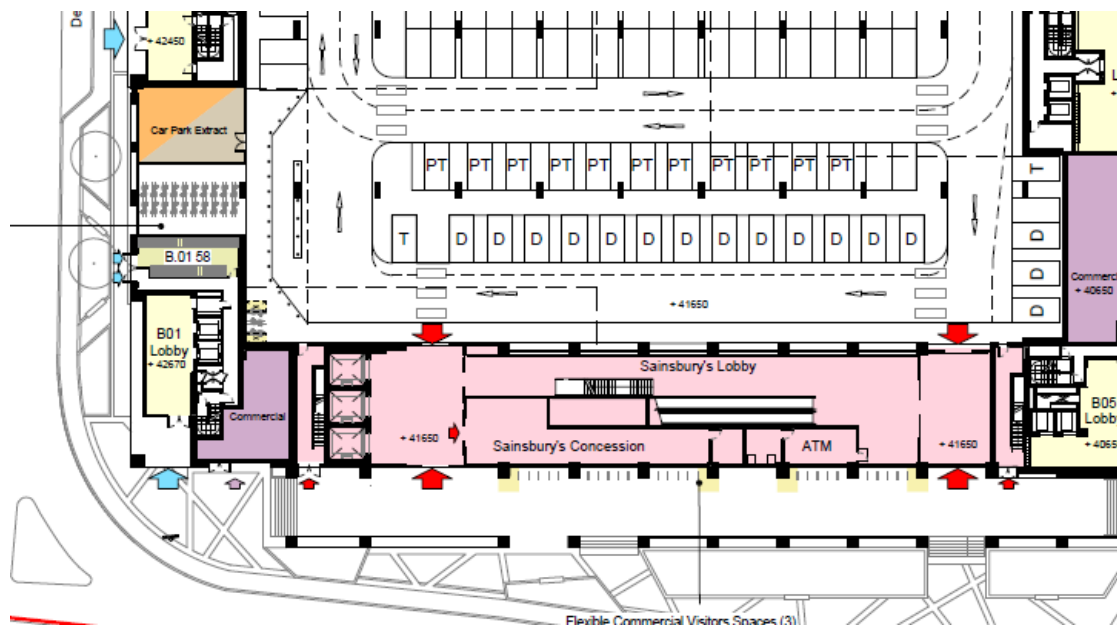
(image looking from NE to SW)

- 9.9 Whilst there is lower rise development in the wider context, as can be seen above the site itself lies between the A5 and the Silk Stream which provide an element of physical and visual separation from the lower rise development which lessens the extent to which they would be appreciated in the same context as the application site.
- 9.10 In light of the above, officers consider that the emerging context provides a material planning justification for a departure from Policy CS5 of the Core Strategy and that the principle of tall buildings is acceptable in this location. It is also important to note that the GLA are fully supportive of the principle of tall buildings in this location (para 36 of Stage 1 response).

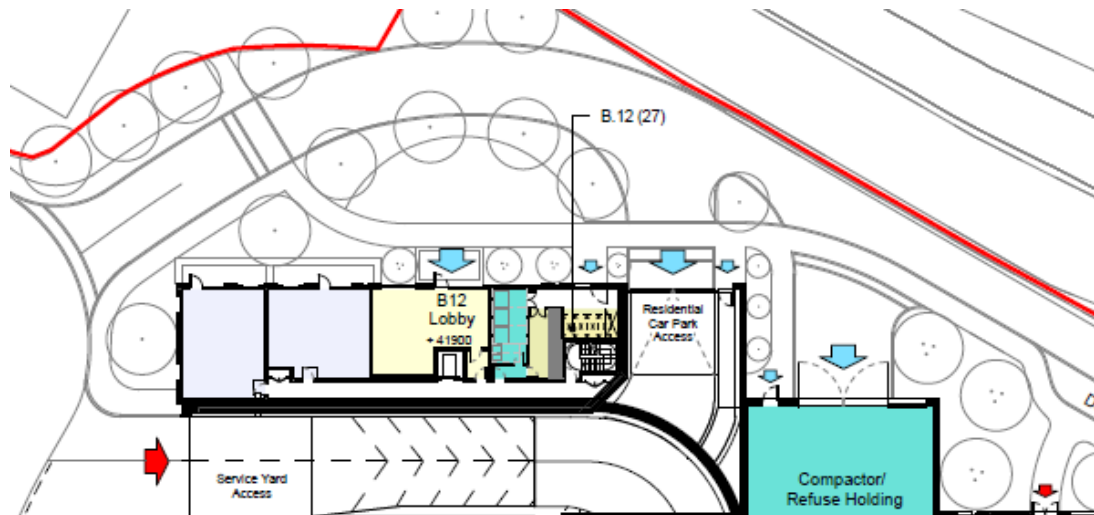
9.11 Having established the acceptability of the principle of tall buildings in this location, it is also necessary to carry out further assessment in respect of Policy DM05 of the Local Plan which identifies 5 criteria which tall buildings would adhere to. These criteria are set out below with an assessment of the application against each criterion.

i) An active street frontage

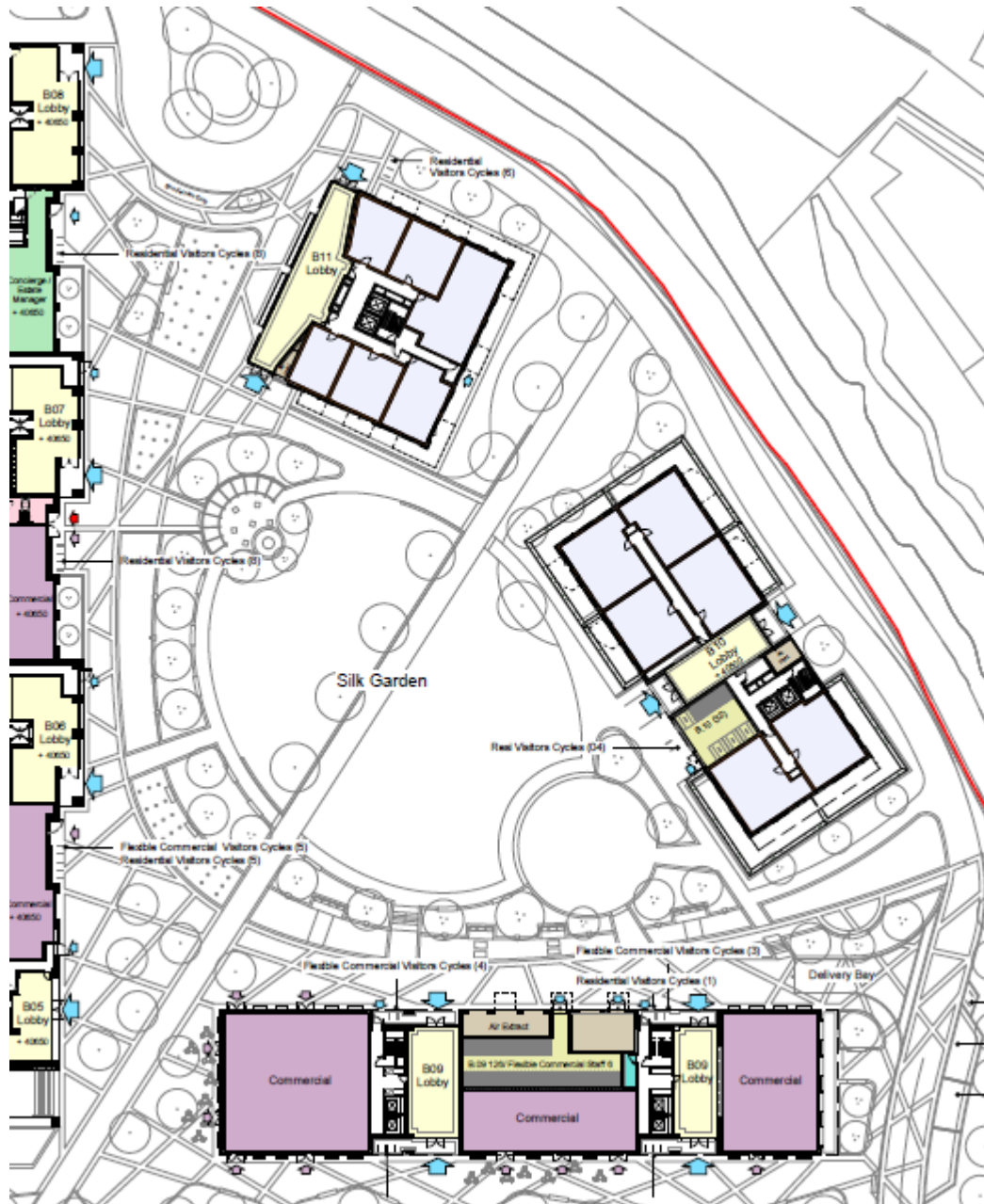
9.12 Within Phase 1, the proposed Sainsburys store would create a high quality active frontage to the A5 incorporating a colonnade (shown in the image below). To the Hyde Estate Road elevation, the scheme has been designed to 'wrap' the supermarket and to avoid the creation of a long dead frontage to this elevation. Entrances to residential cores would be located along this north elevation, providing an active street frontage and activating this hitherto poorly activated road.



9.13 To the silk stream frontage of Phase 1 would be the residential entrance to B12 along with residential entrances to two adjacent maisonettes which would also include some defensible space to the front; all providing an active frontage.



9.14 Within Phase 2, the A5 frontage at ground floor level would accommodate 3 flexible use commercial spaces along with the entrances to the residential cores, ensuring that the development provides an active and welcoming frontage to the busy A5 corridor. Within the development itself, the development also proposes active frontages surrounding the publicly accessible Silk Park ensuring that it would be an active and welcoming environment. This is clearly shown on the image below.

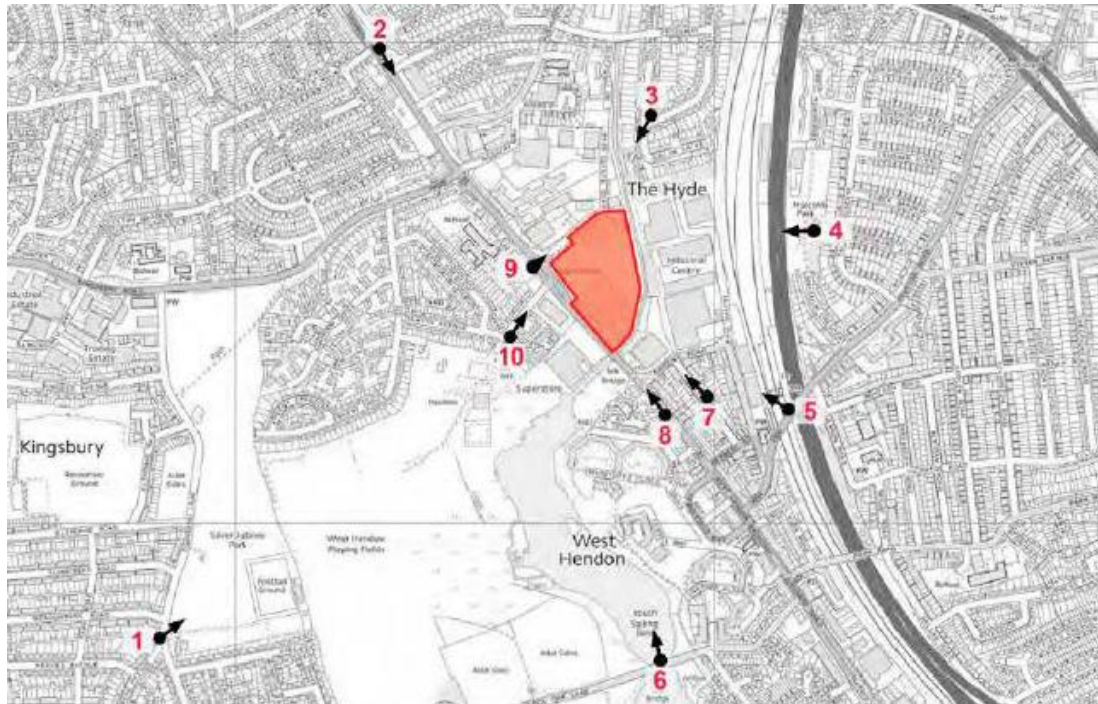


ii) Successful integration into the urban fabric

9.15 As set out in the preceding section of this report, the area surrounding the application site is undergoing a major change in terms of the scale of development and in respect of emerging developments to the north and further afield at Hendon Waterside. Whilst it has already been set out that this provides justification for the tall buildings in principle, in order to fully assess compliance with criterion (ii) it would be necessary to undertake a detailed assessment of the proposed heights and the extent to which they integrate with the surrounding context.

9.16 In order to allow for such an assessment to be undertaken by the LPA, the applicant has provided a Townscape and Visual Impact Assessment (TVIA) within the ES

(Volume 2 Part 1 – Townscape and Visual Effects). In order to ascertain the scope such an assessment, a number of viewpoints were agreed between the applicant and the LPA. These viewpoints are represented in the image below.



9.17 View 1 is taken from Townend Lane/Meadowbank Road to the west of the site looking east. The view currently consists of a view out over West Hendon Playing Fields. In this view, it is important to note the emerging Hendon Waterside scheme which is consented along with the Colindale Telephone Exchange for which there is a resolution to approve from both LBB and the Mayor. Both of these schemes are plotted on the image below to allow for consideration of the cumulative impact.



View 1

- 9.18 It is clear that the proposed development (plotted in blue), whilst visible, would be less dominant on the skyline than the Hendon Waterside development and in terms of the perception of scale would provide a transition between the Telephone Exchange and Hendon Waterside (which is the same height as Block B11 but looms larger in this view due its closer proximity). The change to this view attributable to the proposed development is considered agreed to be minor beneficial
- 9.19 View 2 is taken from Edgware Road, opposite Springfield Mount looking south. The massing of Hyde House is dominant in this view and would ensure that only the top of building B11 would be visible to the left of Hyde House and at a lower height, significantly reducing its visual impact. The change to this view is considered agreed to be neutral.



View 2

- 9.20 View 3 is taken from Colin Crescent to the north east of the site looking south towards the site. Within the view, buildings B4, B8 and B11 are visible in the gap between the low rise residential properties with an appreciable difference in scale. In the proposed view, the top of part of the Telephone Exchange development would also present above the residential properties. The change to this view as a result of the proposed development is considered to be result in adverse effects.



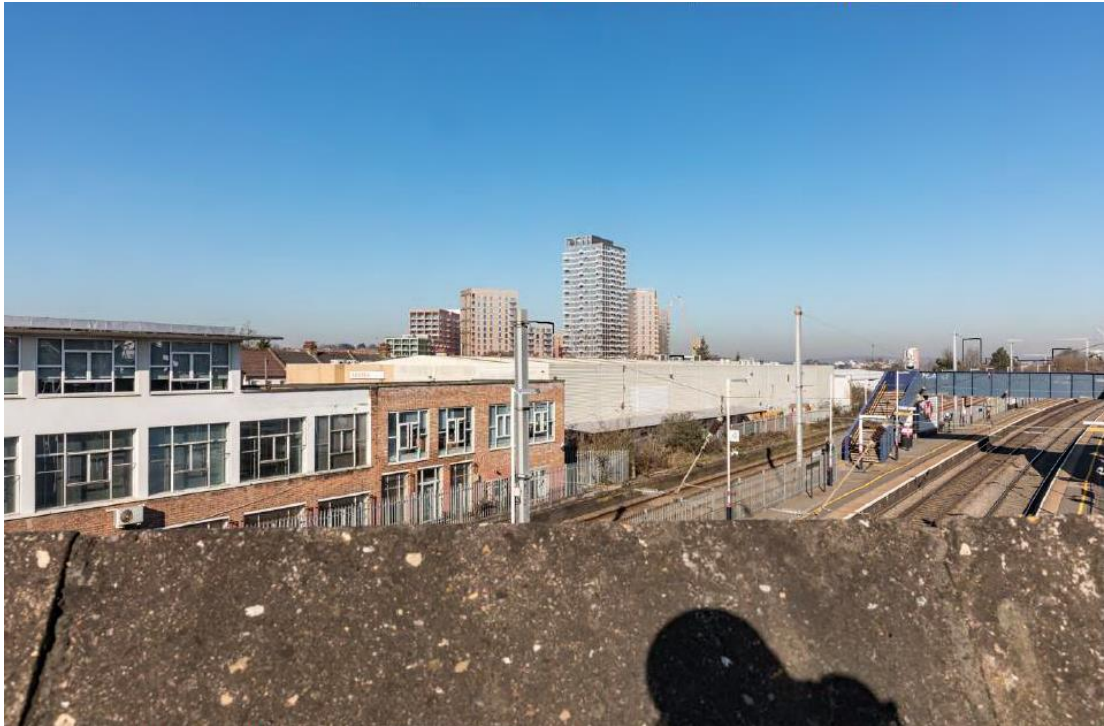
View 3

- 9.21 View 4 is taken from Malcolm Park to the east of the application site and looking west. The view looks out across the park directly at the application site and as such buildings B4, B8, B11 and B10 would present clearly and centrally. Whilst it is clear that the magnitude of the change would be significant, the development would be clearly viewed in the context of the emerging Telephone Exchange development to the right of the view which would enhance its congruence. The clear visibility of the scheme in this view would also clearly enhance the legibility of the surroundings and would allow for the aesthetic and architectural quality of the scheme to be fully appreciated. The change to this view as a result of the proposed development is therefore considered agreed to be beneficial.



View 4

- 9.22 View 5 is taken from Station Road, adjacent to Hendon Station looking north west towards the site. Blocks B11, B10 and B9 are most prominent in this view above the low rise industrial units adjacent to the station. Again whilst it is clear that the magnitude of the change would be significant, the development would significantly aid legibility within the area and would promote enhanced connectivity by providing a clear and legible connection between the application site (along with adjacent sites) and the station. Again, the aesthetic and architectural quality of the scheme would be fully appreciable in this view. The change to this view as a result of the proposed development is therefore considered agreed to result in minor beneficial effects.



View 5

- 9.23 View 6 is taken from the Welsh Harp Bridge looking north east towards the site, beyond the Hendon Waterside development. Given the scale and massing of the Hendon Waterside development, the development would only be marginally visible and it is agreed would have a negligible neutral effect.



View 6

9.24 View 7 is taken from Russell Road to the south of the site looking north. Russell Road comprises of two storey terraced properties to either side of the road and blocks B11, B10 and B9 would present clearly and dominantly at the end of the linear view. The magnitude of the change is significant and the different height and scale is readily apparent. Again, the high aesthetic and architectural quality of the development would be clearly appreciable in this view, especially that of B11. The effect of the proposed development on this view is therefore considered minor adverse.



View 7

9.25 View 8 is taken from outside of no's 256-261 West Hendon Broadway to the south of the site looking north at the site. Blocks B9, B10 and B11 would be clearly visible in this view above the two-storey height of the terrace to the east of the road, whilst the magnitude of the change is significant, it is considered that the development in this view would provide significant benefit in terms of legibility. The scheme was designed with a well-considered and deliberate height strategy which located the highest part of the development (B11) adjacent to the Silk Stream with lower elements tapering down to the A5. This would clearly draw one in to the site, utilising the new route along the Silk Stream with B11 acting as a marker. This would add significant benefit to the legibility of this part of the borough. The change associated with the proposed development in this view is therefore considered to have a neutral effect.



View 8

- 9.26 View 9 is taken from the junction of Edgware Road / Hyde Estate Road looking east down Hyde Estate Road. The existing view comprises of the surface car park area of the existing Sainsburys store and as such the magnitude of any change in this view would be necessarily significant given the undeveloped nature of the baseline view. Blocks B1-B4 are highly visible in this view and the high quality and distinctive architecture can be clearly appreciated. The massing of the development would give a hard edge to Hyde Estate Road, which when combined with the active frontages, would serve to activate the road and integrate the development with its surroundings. It is considered that the change associated with the proposed development in this view therefore represents a minor beneficial effect.



View 9

- 9.27 View 10 is taken from Goldsmith Avenue / Gadsbury Close to the west of the site looking east. Goldsmith Avenue runs perpendicular to the A5 frontage of the development and would align with the proposed entrance to the Sainsburys store which would be visible as a marker at the end of the liner view, aiding legibility. Whilst Blocks B1, B5 and B9 would present clearly above the prevailing height of the low rise residential properties on Goldsmith Avenue, the heights of the buildings to the A5 frontage are restrained with the higher elements located towards the Silk Stream, with B11 visible in the background and again creating a focal point drawing one in towards the public park and Silk Stream. The disparity in scale is not so significant as to represent a major adverse impact and the benefits to legibility means that the effect is considered neutral in this view.



View 10

- 9.28 Based on the above, on balance, officers consider that the scheme successfully integrates with the surrounding urban fabric in line with the requirements of criterion (ii). Where adverse effects are identified, these are not considered to be major adverse and are outweighed by the beneficial impacts of the scheme taken as a whole. This is most clearly evident in views 4, 5, 8 and 9. The height strategy of the development provides the 28-storey block B11 as a focal point adjacent to the Silk Stream which provides significant benefit to the legibility of the surrounding area, justifying its additional height.
- 9.29 It is also important to note that the GLA are supportive of the proposed building heights and massing and note within their Stage 1 response that the height strategy represents a sound approach in terms of optimising the development potential of the site and responding to the nature of the surrounding emerging context on and around the A5, particularly in light of nearby developments at Hendon Waterside and the Colindale Telephone Exchange.
- iii) A regard to topography and no adverse impact on Local Viewing Corridors, local views and the skyline
- 9.30 There are no local viewing corridors or strategic local views which would be impacted by the development. On a wider scale, the application site does fall within the backdrop of London View Management Framework (LVMF) viewpoint 6A.1 from Blackheath towards St Pauls. The applicant has therefore included a verified view

which indicates that a very small section of the top of B11 of the would appear to the right of St Paul's Cathedral, behind Hampstead Heath. The visibility of the development in this view would be almost imperceptible and as such is considered a neutral impact.

iv) Not cause harm to heritage assets and their setting

9.31 The application is not located within the vicinity of any conservation area, however there is a Grade II listed milestone located in the north-west corner of the site (as shown on map extract below). As a consequence, Historic England were consulted on the application.



9.32 The proposed development would not result in physical work to the listed milestone with the asset retained in situ. However, it is also necessary to consider the impact of the development on the setting of the heritage asset and to this end the applicant submitted an addendum to the ES (ES Addendum Volume 1: Main Text and Figures) which considered the heritage impacts of the development.

9.33 It is concluded within the applicant's ES addendum that the heritage significance of the Grade II Listed Milestone is predicated on its age and use and highly specific roadside setting rather than its wider setting. As such, the applicant concludes that the existing and any future surroundings would have no bearing on the significance of the Grade II Listed Milestone. Officers consider that this conclusion is sound and concur that the development would cause no harm to the historic significance of the heritage asset. To this end, Historic England have responded to the consultation outlining no objection to the application.

- v) That the potential microclimate effect does not adversely affect existing levels of comfort in the public realm

9.34 As part of the ES addendum, the applicant also provided a chapter incorporating a wind microclimate assessment. The assessment takes account of baseline wind conditions then goes on to model wind conditions with the proposed development in situ.

9.35 The assessment undertaken ascertains that the prevailing winds at the site mainly blow from a south-westerly direction and following modelling found that the following areas would be considered as suitable only for fast walking, such as associated with business activities, during winter:

- Around the south corner of Block 09;
- Around the parking bays to the south-east of Block 09;
- In the passage between Blocks 09 and 05; and
- Around the west corner of the Podium Block.

9.36 As a result of the modelling, the wind microclimate assessment goes on to propose a number of mitigation measures as set out below in order to ameliorate the wind effects and ensure that pedestrian comfort levels would be within the acceptable range. The mitigation measures proposed are as follows:

- Semi-mature, deciduous trees, to be planted across the Site at heights ranging from 4 to 8m, with substantial retained solidity in winter (i.e. significant canopies with numerous branches);
- Semi-mature, deciduous trees, to be planted across the Podium Block and the roof terraces of Blocks 01, 02, 06, 07, 08 and 10, at heights ranging from 2.5 m to 6 m, with substantial retained solidity in winter (i.e. significant canopies with numerous branches);

- A 2.4 m high, 50% porous, screen extending 3.3 m out from the south corner of Block 09;
- Hedges around private spaces along the podium-level frontages of Blocks 01 to 08 and the ground-level frontages of Blocks 10 and 11, and across the Podium Block gardens, approximately 1.1 m in height;
- Planters, with tall shrubs (up to approximately 1.0 m in height), along the south-west and south-east sides of Block 09;
- A 'pergola-type' structure, approximately 3.0 m high (with approximately 2.0 m wide by 2.2 m high openings through approximately 50% porous screens at each end) across the passage between Blocks 04 and 08;
- A gated screen across the passage between Blocks 01 and 05, approximately 3.0 m in height and 50% porous;
- Dividing screens between the private spaces along the podium-level frontages of Blocks 01 to 08 and the ground-level frontages of Blocks 10 and 11, approximately 1.5 m in height and 50% porous;
- Side screens extending out (to the depth of the adjacent private spaces) on either side of the main podium-level entrances for each Block, approximately 1.8 m in height and 25% to 50% porous;
- The relocation of the entrance to Block 05 further along the frontage, away from the south corner of the Podium Block.

9.37 Wind modelling undertaken predicated on the aforementioned mitigation being incorporated into the development wind conditions across the site and the immediate surrounding area would remain rated as safe for all users. Whilst the assessment also identifies some areas which would be unsuitable for outdoor seating, these areas would still experience tolerable pedestrian comfort conditions and would be suitable for their use.

9.38 On balance, it is considered that the development would not have an unacceptably detrimental impact in terms of wind conditions in accordance with the requirements of the criterion. In order to secure the mitigation measures, a condition is attached.

CABE/English Heritage Advice on Tall Buildings

9.39 As well as the Barnet DMP – DPD outlined above, the London Plan and CABE set out criteria which tall buildings should adhere to. Most of these criteria are consistent those of Policy DMO5 and in this case officers also consider that the scheme is compliant with all criteria.

Layout

- 9.40 In terms of layout, the development proposes a grid like form within Phase 1 which successfully responds to the emerging form of development to the north. The layout of the development of the proposed development would include a civic form and presence to the A5 reflecting the civic nature of the land uses opposite. This is particularly expressed through the colonnade to the retail store entrance.
- 9.42 Within Phase 2, the development is located around the central public park area with the tallest element at block B11 forming a focal point which would act as a beacon, signifying the new public realm and activated Silk Stream walkway. The location of the tall building adjacent to the large expanse of open space is considered to be appropriate, allowing the tall building breathing space.
- 9.43 Overall, the proposed layout of the development would be coherent, would significantly benefit the legibility of the immediate vicinity and would contribute towards making the scheme a high quality mixed use development.

Design and Appearance

- 9.44 In terms of appearance, the facades of the podium block and Blocks 1 to 8 within Phase 1 would comprise a brick finish with banding details located horizontally between dwellings on each floor. There would be slight variations across the blocks in terms of the shade of brick finish whilst attached metal balconies would also be incorporated. The western face of the Podium Block will comprise a high-quality white/light grey brick retail colonnade whilst to the northern elevation, the gaps between buildings accommodating the podium gardens would include architectural frames which would add interest to the elevation.
- 9.45 Within Phase 2, Blocks 9, 10 and 11 are situated would have some commonalities with the aesthetic of Phase 1 however would each introduce a distinct character to each block, mainly expressed through colour tone and materiality. Block 9 would incorporate a green glazed brick, reflecting its more natural surroundings whilst Block 10 would reflect the colour tone of Phase 1. Block 11 would have a distinctive character with a characterful, playful balcony and metallic banding design.
- 9.46 The range of proposed materials is considered to be acceptable however a condition is attached requiring the submission of the final external materials along with architectural detailing for approval by the LPA.

Conclusion

9.47 Having regard to all of the above, officers consider that the principle of a tall building in this location is acceptable. Whilst the application site is not identified as a strategic tall buildings location within Policy CS5, there are material circumstances which justify a departure from policy in this regard. The proposed scale and massing of the development is acceptable and would ensure integrate into the surrounding urban fabric. Officers also consider that the scheme is of a high design quality and is in general accordance with London Plan Policy 7.7 and Barnet Policy DM01.

10.0 Amenity Impact on Neighbouring Properties

Daylight

10.1 The applicant has submitted a Daylight/Sunlight report within the ES (Chapter 13 – Volume 1) which is inclusive of a full daylight assessment. The standardised assessment methodology for daylighting is set out within the BRE document Site Layout Planning for Daylight and Sunlight (BRE, 2011). Within this document it is set out that the primary tool is the Vertical Sky Component (VSC) and that the target value for windows to retain the potential for good daylighting is 27% or more than 0.8 times its former value.

10.2 In line with BRE guidelines, it is only necessary to carry out the VSC assessment on a neighbouring window if a 25-degree line drawn from the centre of the window would subtend the facing elevation of the subject development. In this case, the report identifies the following neighbouring properties as necessitating the additional assessment:

- 11-13 Gadsbury
- 115 Goldsmith
- 98-108 Goldsmith
- Abertillery

10.3 In light of the above, officers consider that both the scope and the methodology of the daylight assessment was appropriate. Having undertaken the assessment, the report demonstrates the following results.

Property	Daylight (VSC)
11-13 Gadsbury	3/8 windows in compliance
Abertillery Court	12/15 windows in compliance
98-108 Goldsmith	38/40 windows in compliance

115 Goldsmith	5/5 windows in compliance
TOTAL	58/68 windows in compliance (85%)

10.4 The number of windows which fail the VSC assessment is relatively minor in the context of the number of windows assessed. With regards to the number of windows not in compliance, most of these only experience marginal failures.

10.5 In addition to the existing properties assessed, the report has also considered the daylight impact on the emerging Colindale Telephone Exchange scheme for which there is a committee resolution to approve. These results are set out below.

Colindale Telephone Exchange Block	Daylight (VSC)
A	266/266 windows in compliance
B & C	129/159 windows in compliance
D & E	112/159 windows in compliance
F & G	83/103 windows in compliance
H	53/53 windows in compliance
TOTAL	643/740 windows in compliance (87%)

10.6 Again, a compliance rate of 87% is considered to be very good cognisant of the scheme characteristics and urban location. Again, of the windows that fail most would only fail by a marginal amount with none experiencing a VSC loss of over 40%.

10.7 Having regard to the above, officers consider that the level of non-compliance with BRE guidelines is not significant in the context of the scale of the development and is far outweighed by the other significant benefits that the scheme would deliver.

Sunlight

10.8 In relation to sunlight, the BRE recommends that the Annual Probable Sunlight Hours (APSH) received at a given window in the proposed case should be at least 25% of

the total available including at least 5% in winter. Where the proposed values fall short of these, and the absolute loss is greater than 4%, then the proposed values should not be less than 0.8 times their previous value in each period.

- 10.9 The BRE guidelines state that “..all main living rooms of dwellings should be checked if they have a window facing within 90 degrees of due south. Kitchens and bedrooms are less important, although care should be taken not to block out too much sun”. In accordance with the BRE Guidelines the following properties were therefore assessed:
- 10.8 The sunlight assessment considered the same properties identified within the scope of the daylight assessment, again including the emerging Colindale Telephone Exchange scheme. Of the existing properties assessed, all windows (100%) achieved BRE compliance whilst within the Colindale Telephone Exchange only 4 windows out of 346 failed (99%). This level of compliance is excellent and demonstrates that the scheme would be fully acceptable from sunlight impact perspective.

Outlook

- 10.9 The site enjoys generous separation distances from the closest existing residential properties with 75 metres to the closest property on Gadsbury Close, 79 metres to Goldsmith Avenue and 98 metres to Albertyllery Court. In all cases, the most visible elements of the development would be B1 and B5 within Phase 1 with heights of 12 and 17 storeys respectively. Given the separation distances involved, officers do not consider that these proposed heights would have an unacceptable impact on the outlook from any of the windows within each property.
- 10.10 As well as the closest existing residential properties, it is also pertinent to consider the potential impact on the outlook from the emerging Colindale Telephone Exchange development. The south elevation of Phase 1 of the Telephone Exchange would enjoy a distance of approximately 125 metres which is considered more than adequate to ensure that there would be no unacceptable impact on the outlook from the south facing windows.

Privacy

- 10.11 As set out above, the application site enjoys generous separation distances from the closest existing and emerging residential units and as such there would be little or no impact to surrounding occupiers in terms of privacy.

Conclusion

10.12 It is clear from the above that the application would be fully compliant with Policy DM01 in terms of impact on residential amenity and would not result in any unacceptable harm to the living conditions of any surrounding occupiers.

11.0 Sustainability

11.1 London Plan Policy 5.2 requires development proposals to 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

11.2 Policy 5.3 of the London Plan goes on to set out the sustainable design and construction measures required in new developments. Proposals should achieve the highest standards of sustainable design and construction and demonstrate that sustainable design standards are integral to the proposal, including its construction and operation.

11.3 Local Plan policy DM01 states that all development should demonstrate high levels of environmental awareness and contribute to climate change mitigation and adaptation. Policy DM04 requires all major developments to provide a statement which demonstrate compliance with the Mayors targets for reductions in carbon dioxide emissions, within the framework of the Mayor's energy hierarchy.

11.4 With regards to the energy hierarchy set out within London Plan Policy 5.2, it is considered that the application is broadly in accordance. The application is accompanied by an Sustainability Statement which sets out that the energy efficiency measures and sustainable energy measures that would be incorporated within the scheme which are set out below in accordance with the hierarchy.

Be Lean

11.5 In terms of the 'Be Lean' criterion of the hierarchy, the development would incorporate the following measures:

- Energy-efficient building fabric and insulation to all heat loss floors, walls and roofs;
- High-efficiency double-glazed windows throughout;
- Quality of build will be confirmed by achieving good air-tightness results throughout;
- Efficient-building services including high-efficiency mechanical ventilation and heat recovery systems;
- Low-energy lighting throughout the buildings.

Be Clean

- 11.6 In terms of the 'Be Clean' criterion of the hierarchy, the feasibility of supplying decentralised energy to the development was explored by the applicant. A site-wide heat network, led by Air Source Heat Pumps (ASHP) and supplemented by gas boilers will serve all of the residential units and the Sainsbury's retail unit, providing a source of decentralised energy to future occupants and users of the Development.
- 11.7 The applicant also explored the potential for connection to a local heat network, however the Council currently do not have such a network in place nor is one planned in the short-term future. Nevertheless, in order that the development is not precluded from connecting one should it come forward in future, a condition is attached requiring a capped connection to enable such a connection to be feasible.

Be Green

- 11.8 In terms of the 'Be Green' criterion, the applicant has explored opportunities to maximise LZC technologies and options reviewed in terms of their practical, financial and technical viability in relation to the development scheme. Following this, the applicant opted to utilise ASHPs as part of the energy strategy.

Conclusion

- 11.9 Based on the energy assessment submitted, subsequently submitted details and inclusive of the all the measure outlined above, the scheme would deliver the following overall carbon dioxide emissions:

	Total residual regulated CO ₂ emissions (tonnes per annum)	Regulated CO ₂ emissions reductions	
		(tonnes per annum)	(per cent)
Baseline i.e. 2013 Building regulations	1472		
Be Lean	1324	147	10%
Be Clean	1324	0	0%
Be Green	838	486	33%
Total		633	43%

- 11.10 The carbon dioxide savings of 43% exceed the on-site target set within Policy 5.2 of the London Plan. It should be noted that within the Stage 1 response, the GLA raised

numerous minor additional points, none of which affect the fundamental planning policy position with which the scheme is in compliance.

- 11.11 The development required to meet the zero-carbon target as the application was received by the Major on or after the 1st October 2016. The applicant is therefore required to mitigate the regulated CO2 emissions, through a contribution of £1,346,119 to the borough's offset fund. This contribution would be predicated on the formula set out within GLA guidance and would which would be secured through the Section 106.

Other Sustainability Issues

- 11.12 With regards to the Code for Sustainable Homes (CSH), the government issued a Written Ministerial Statement which confirmed that the scheme has been withdrawn with immediate effect. Therefore planning applications, other than those which have already been approved with a CSH condition, are no longer required to comply with the code.
- 11.13 In relation to the non-residential floorspace, the Council supports the use of Building Research Establishment Environmental Assessment Method (BREEAM) which is used to measure the environmental performance of non-residential buildings and a standard of 'Very Good' is required in all new non-residential developments. A BREEAM pre-assessment is appended to the Sustainability Statement which confirms that the office floorspace could achieve a standard of 'Very Good'. If permission were to be granted, a condition would be attached to ensure that the development achieved this standard on implementation.

12.0 Planning Obligations

- 12.1 Policy CS15 of the Barnet Local Plan states that where appropriate the Council will use planning obligations to support the delivery of infrastructure, facilities and services to meet the needs generated by development and mitigate the impact of development.
- 12.2 In accordance with development plan policies the following obligations are required to be secured through a legal agreement with the developer. If permission were granted it is considered that the package of planning obligations and conditions recommended would, when considered alongside the financial contributions that the development would be required to make under the Barnet CIL, mitigate the potential adverse impacts of the development and ensure the provision of the funding needed for the delivery of the infrastructure that is necessary to support the scheme.

Affordable Housing

- 12.3 In accordance with policy 3.12 of the London Plan and Policies CS4, CS15 and DM10 of the Barnet Local Plan, officers recommend that the following number and mix of

affordable housing unit types and sizes are secured by S106 Agreement at the application site:

Tenure	No of Homes	Hab Rooms	% by Hab Rooms	% by Units
London Affordable Rent	101	343	35%	33%
London Living Rent	56	816		
Shared Ownership	243			
Intermediate Rent	30			
TOTAL AFFORDABLE	430	1159	35%	33%

- 12.4 Officers also recommend that an early stage review mechanism should be included in the S106 agreement should permission be granted. This mechanism would ensure that if circumstances changed and the scheme became more economically viable, a correspondingly appropriate additional financial contribution and/or additional affordable housing would be made to the Council. In addition, triggers would be included to ensure timely delivery of the affordable housing and to ensure that the affordable housing is retained as such in perpetuity.

Employment and Training

- 12.5 In accordance with development plan policies which seek contributions to employment and training from schemes the proposal would be required to deliver employment and training opportunities through a Local Employment Agreement.

- 12.6 If permission were granted, the employment agreement would need secure the following minimum levels of employment output and would also set out specifically how the applicant would achieve this.

- Progression into employment, less than 6 months – 32
- Progression into employment, more than 6 months – 21
- Apprenticeships – 54
- Work experience – 70
- School / College / University site visits – 633
- School / College workshops – 348
- Local Labour – 30%
- Local supplier requirements – 6

- 12.7 The LEA would be subject to discussion with the Council and would be agreed prior to the commencement of development. Alternatively, the applicant may wish to make a financial contribution in lieu of the employment outcomes outlined above. Such a contribution would be commensurate with the number of outcomes secured and in line with SPD guidance.

Travel Plan and Travel Plan Monitoring

- 12.8 In accordance with policy DM17 of the Local Plan the applicant would be required to enter into Strategic Level Travel Plans for both the residential and commercial development which would seek to reduce reliance on the use of the private car and promote sustainable means of transport.
- 12.9 The Residential Travel Plan provided would be required to include the appointing of a Travel Plan Champion and the use of (financial) Travel Plan incentives (up to a maximum of £392,700) for the first occupier of each residential unit. These incentives are discussed in further detail in the relevant section of this report but would comprise of a voucher to a minimum value of £300 per dwelling to be spent on Car Club Membership, an Oyster Card with a pre-loaded amount and/or Cycle Scheme vouchers all designed to encourage the use of more sustainable modes of transport. A contribution of £20000 would be required towards the monitoring of the Residential Travel Plan.
- 12.10 A Commercial Travel Plan would be required to be ATTrBuTE and itrace compliant to be submitted at least 3 months prior to occupation of all 3 phases that meets the TFL TP guidance. A monitoring fee of £20,000 would also be required for the commercial travel plan.
- 12.11 The monitoring contributions would enable the Local Planning Authority to continue to monitor the scheme to ensure the development is making reasonable endeavours to meet travel related sustainability objectives in accordance with policy DM17 of the Local Plan.
- 12.12 In line with the incentives above, the provision of a car club and the allocation of 2 car parking spaces within the site to be provided and retained for use by the car club would also be required along with a mechanism to add further vehicles if usage is recorded at 75% or above.

Traffic Management Order

- 12.12 The application would be required to provide £2000 funding towards Contributions towards the amendment of Traffic Management Order (TMO) to ensure that the new occupants are prevented from purchasing parking permits in the CPZ to be implemented pursuant to planning permission H/05828/14 or any other CPZ within the local area. Alternative means of securing this obligation without the financial contribution may be secured through the agreement, subject to legal considerations.

Transport, Highways and Public Realm

- 12.14 In terms of off-site improvement works, the applicant would be required to undertake a footway improvement scheme for the area of footway to the front of the site down to and including the junction of the A5/Garrick Road, linking to the

boundary of the West Hendon public realm enhancements. Alternatively, the applicant shall make a financial contribution, commensurate with a costed scheme of improvement agreed with the LPA.

- 12.15 A wayfinding strategy from the site to Hendon Station and West Hendon Playing Fields would also be required with a scheme including Legible London signage (or similar) to be agreed with the LPA and thereafter delivered.
- 12.16 The junction of the Hyde Estate Road/A5 would also be reconfigured to facilitate the development and would be delivered through Section 278. The detailed design of the junction would be agreed through the S278 process.
- 12.17 Due to the high proportion of trips which would be undertaken from the site, including linked trips to Hendon Station and Hendon Central there would be a capacity impact on the 32, 83 and 183 bus routes. Consequently, a contribution of £900,000 towards bus service improvements would be required to increase frequency and mitigate the impact of development.
- 12.18 The trip distribution data shows that a large proportion of journeys from the site would be to Hendon Central. Modelling of the stairway capacity at the station has shown that the development, plus committed development would increase capacity on the stairways over practical capacity. As a result, a contribution of £60,000 would be required to undertake a feasibility study in respect of opening up a secondary entrance/exit on Queens Road.
- 12.19 In relation to the Silk Stream, subject to relevant agreement with the Canals and River Trust (CRT) a landscaping scheme connecting the application site to the Silk Stream shall be implemented. If, despite reasonable endeavours, agreement with the CRT cannot be reached then an alternative landscaping strategy shall be submitted to the LPA for approval. In addition, a landing spot for a potential future bridge connection across the Silk Stream shall be safeguarded .

Carbon Offset Contribution

- 12.20 As set out within paragraph 11.11 of this report, the development is required to meet the zero-carbon target and the applicant is therefore required to mitigate the regulated CO2 emissions through a contribution to the borough's offset fund.
- 12.21 Based on the formula set out within GLA guidance and based on the currently reported figures this contribution would be £1,346,119 which would be secured through the Section 106.

Community Infrastructure Levy

- 12.22 The proposed development is liable for charge under the Barnet Community Infrastructure Levy (CIL) at a rate of £135 per square metre. The Barnet CIL liability of the scheme is determined by the amount of new floorspace being provided,

deducting both the social housing element which is exempt from CIL liability. The scheme would also be liable to pay the Mayoral CIL.

- 12.23 Taking into account both the Mayoral and Barnet CIL, the scheme would be liable for a payment of approximately £22m with approximately £16m payable to the Council. This would be used to fund local infrastructure projects and should be considered alongside the wider S106 package.

13.0 Flood Risk / SUDS

- 13.1 Policy CS13 of the Barnet Core Strategy states that “we will make Barnet a water efficient borough and minimise the potential for fluvial and surface water flooding by ensuring development does no cause harm to the water environment, water quality and drainage systems. Development should utilise Sustainable Urban Drainage Systems (SUDS) in order to reduce surface water run-off and ensure such run-off is managed as close to its source as possible subject to local geology and groundwater levels”.
- 13.2 Due to the sites location, adjacent to the Silk Stream, the Environment Agency (EA) were consulted on the application. They noted that the majority of the site is at medium risk of river flooding (Flood Zone 2) with Flood Zone 3a and 3b confined to the river corridor area (high probability of flooding). The EA were satisfied that the applicant had provided evidence that flood risk will not be increased and that adequate precautions have been taken to mitigate the risk including appropriate finished floor levels and access and egress.
- 13.3 The EA also made some comments regarding the retention of a buffer zone and requested a condition to secure such a zone however were subsequently satisfied that existing plans demonstrate that such a buffer zone would be retained.
- 13.4 In terms of SUDS, the application was subject to a review from Capita Drainage as the LLFA who would no objections to the strategy subject to conditions. Such conditions are attached accordingly.

14.0 Contaminated Land

- 14.1 The London Plan states that appropriate measures should be taken to ensure that development on previously contaminated land should be accompanied by an investigation to establish the level of contamination in the soil and/or groundwater/surface water and identify appropriate mitigation. Consequently, a Phase 1 and Preliminary Site Investigation Report was submitted as part of the application and reviewed by the Council’s Environmental Health officers.
- 14.2 The submitted report identifies a number of potential risks and in order to mitigate these risk, the Council’s EHO has requested that a condition be attached requiring site investigation works to be carried out prior to the commencement of

development and subsequent mitigation to be implemented should it be required. Such a condition would be attached if permission were granted.

15.0 Air Quality

- 15.1 The application site is located adjacent to the A5 and a Borough-wide Air Quality Management Area (AQMA) declared by LBB. The site is also located near to an air quality Focus Area in West Hendon; these are locations identified by the Greater London Authority that not only exceed the EU annual mean limit value for nitrogen dioxide, but also have high levels of human exposure. Accordingly, air quality was scoped into the Environmental Statement and a chapter of the statement has been submitted in respect of this matter (Chapter 9).
- 15.2 The scope and methodology of the Air Quality Assessment submitted as part of the ES was agreed with the Council's EHO prior to being undertaken. Having assessed the baseline conditions and the likely impact of the development, the AQA goes on to set out the primary mitigation measures that are inherent in the scheme including the following:
- Removal of 462 car parking spaces and a Petrol Filling Station (PFS), to be replaced in part;
 - All relevant residential units to be located above ground floor away from direct vehicle emissions;
 - Provision of 174 electric vehicle charging spaces for residential uses and 54 for retail use;
 - Provision of 2,278 residential cycle spaces and 133 cycle spaces for the new Sainsbury's store;
 - Provision of 7,700 sqm of open public park and 4,788 sqm of public realm including the provision of trees and plants in both the public and private amenity space;
 - Provision of a shared pedestrian and cycle route would be provided along the east and south of the Site, adjacent to the west of Silk Stream;
 - Provision of a hybrid heat network; led by Air Source Heat Pump (ASHPs), with no emissions to air, and supplemented by gas-fired boilers.
- 15.3 The document then goes on to set out the tertiary mitigation measures and identifies these measures as mitigation that would be required regardless of any Environmental Impact Assessment. These measures include the following:
- Provision and monitoring of a Residential Travel Plan;
 - Provision of new car club spaces, as part of the Residential Travel Plan;
 - Preparation and implementation of a Commercial Delivery and Servicing Management Plan and a Residential Delivery and Servicing Management Plan to control vehicle movements to and from the site.
- 15.4 In addition to the tertiary mitigation measures outlined above, officers note that additional measures which could be included on this list include the £900,000 bus

contribution, £60,000 Hendon Central contribution and other measures secured through the S106 which would promote sustainable modes of transport.

16.0 Effect Interactions

- 16.1 The EIA Regulations 2017 require an Environmental Statement to describe the likely effects of development on the environment when taken cumulatively with other environmental effects and any current or prospective ('reasonably foreseeable') development in the vicinity.
- 16.2 A chapter within the ES focuses on 'Effect Interactions' as being distinct from 'Cumulative Impacts' which are assessed within each chapter with specific regard to each topic area. The cumulative impacts of the development with other committed schemes within the surrounding area have therefore been assessed as part of the previous and subsequent sections of this report.
- 16.3 In terms of effect interactions, the ES concludes that during both the works and operational phases of development that residual effect interaction would be extremely limited. With particular regard to the completed development, these would include some transient overshadowing of the Silk Stream and wind microclimate impacts. Both of these matters are fully addressed through conditions where necessary.

17.0 Socio-Economic impact

- 17.1 The ES also includes a chapter which considers the likely significant socio-economic effects of the Development through analysis of economic and social conditions. The assessment focuses on the following topic areas:
- Population and demographic change;
 - Economic activity;
 - Education and skills;
 - Housing;
 - Deprivation and poverty.
- 17.2 In terms of benefits, the construction works would generate 185 FTE temporary construction jobs, which would generate £10.9 million in GVA to the local economy. The completed development would provide 67 net additional jobs and the estimated 2,746 residents of the development would be expected to contribute £21.8 million per annum within the local economy.
- 17.3 The assessment concludes that It is expected that development would not significantly affect the supply of and demand for school places, GP places and open space and play space. Whilst some local shortfalls are identified in terms of primary school places and GP places, the development is making a CIL contribution of £22 million which could be used to mitigate improve local services and infrastructure.

18.0 Crime Prevention / Community Safety

- 18.1 Development plan policies require new developments to provide a safe and secure environment for people to live and work in and reduce opportunities for crime and fear of crime.
- 18.2 Prior to the submission of the application, the applicant undertook an assessment of the scheme from a security perspective. Following assessment, the following measures were identified which have been incorporated into the scheme (as set out within the submitted DAS):
- Requirement for specific robust glazing for all commercial units;
 - An access control system should be considered;
 - Commercial refuse stores should be designed in such a way that general access is restricted;
 - Commercial and residential cycle storage should be provided separately
 - An external lighting scheme should be developed;
 - CCTV should be provided for commercial units.
- 18.3 From a design and community safety perspective, the aforementioned measures are considered to be robust. An appropriate condition is attached to ensure that these principles are implemented and that the development is adequate secure and safe in terms of community safety.

19.0 Transport / Highways

- 19.1 Policy CS9 of the Barnet Core Strategy (Providing safe, effective and efficient travel) identifies that the Council will seek to ensure more efficient use of the local road network and more environmentally friendly transport networks, require that development is matched to capacity and promote the delivery of appropriate transport infrastructure. Policy DM17 (Travel impact and parking standards) of the Barnet Development Management Plan document sets out the parking standards that the Council will apply when assessing new developments. Other sections of Policies DM17 and CS9 seek that proposals ensure the safety of all road users and make travel safer, reduce congestion, minimise increases in road traffic, provide suitable and safe access for all users of developments, ensure roads within the borough are used appropriately, require acceptable facilities for pedestrians and cyclists and reduce the need to travel.

Residential Car Parking

- 19.2 The London Plan sets out maximum parking standards which sets out that all developments in areas of good public transport accessibility should aim for significantly less than 1 space per unit. The Draft London Plan sets out the standards for residential parking based on inner/outer London and PTAL. Outer London PTAL 2 is up to 1 space per dwelling and Outer London PTAL 3 requires 0.75 spaces per dwelling.

- 19.4 Car parking standards for residential development are also set out in the Barnet Local Plan and recommend a range of parking provision for new dwellings based on the site's Public Transport Accessibility Level (PTAL) and the type of unit proposed. Policy DM17 of the Local Plan sets out the parking requirements for different types of units with the range of provision is as follows:
- Four or more-bedroom units - 2.0 to 1.5 parking spaces per unit
 - Two and three-bedroom units - 1.5 to 1.0 parking spaces per unit
 - One-bedroom units - 1.0 to less than 1.0 parking space per unit
- 19.5 The development proposes 432 residential parking spaces at a ratio of 0.33 spaces per unit. The residential parking spaces would be provided at basement level, with a ramped access to the north-east corner of the site.
- 19.6 In terms of the level of residential parking, officers consider that the 0.33 ratio is appropriate. The proposed development is located on the A5 Edgware Rd / Hyde Estate Rd and has a moderate PTAL of 2/3. The site benefits from frequent bus services which intersect adjacent to the site, and is approximately a 10-minute walk to Hendon Station. Visitors, staff and residents of the site can also access Hendon Central LUL Station, which is a 20-minute walk, 10-minute cycle ride or 10-minute bus ride away.
- 19.7 In addition to the existing sustainable travel modes outlined above, as part of the S106, significant additional sustainable transport improvements would also be secured in the form of a £900,000 bus contribution; pedestrian and cycle improvements; travel plan incentives of £300 per new occupier; and a feasibility study into a new entrance at Hendon Central LUL Station. All of these measures are designed to provide attractive alternative transport measures and reduce reliance on the car for future residents. This is consistent with overarching sustainable transport strategy at local, regional and national level.
- 19.8 It should also be noted that the Colindale Telephone Exchange scheme to the north of the application site, which benefits from a committee resolution to approve with a residential parking ratio of 0.50. In this case, the application site is located a shorter walk time from the nearby station, is providing a more substantial sustainable transport improvement package through the S106. With this in mind, it is considered that the proposed parking ratio is commensurate with the level approved at the adjacent site, cognisant of the site characteristics.
- 19.9 In the GLA Stage 1 response, TFL acknowledged the residential car parking ratio of 0.33 spaces per unit (432 spaces) is within the draft London Plan maximum standards, however also advised that parking levels be reduced further. Notwithstanding the views of TFL, it is considered that the proposed parking ratio of 0.33 is appropriate for this location. To this end, the Council's Transport and Highways officers have outlined support for the residential parking ratio – commenting that the lower level parking provision would result in less vehicular

generation by the development, thus helping to reduce the impact of the development the local highway network.

- 19.10 Disabled parking, electrical vehicle charging points, a car parking management plan and car club spaces would be secured through condition and S106 as appropriate in accordance with relevant policy. In terms of overspill parking, a contribution would be secured to amend existing Traffic Management Orders to ensure future residents cannot apply for permits for local CPZ's. This would ensure that overspill parking would be minimised.

Retail Parking

- 19.11 The existing retail store comprises 462 car parking spaces which would be reduced to 267 spaces with the proposed scheme. The proposed level of retail car parking is predicated on a robust assessment of the usage of the existing car park through survey data and demand modelling, comprised within the submitted TA. The level of parking reflects the peak demand observed during the survey period.
- 19.12 The TA and retail parking strategy has been subject to assessment from LBB Transport and Highways officers who are fully satisfied that the level of car parking is adequate for the proposed retail store. Within the GLA Stage 1 Response, TFL advised a further reduction to 180 spaces however, again, officers consider that the 267 as currently proposed is acceptable notwithstanding TFL views and Draft London Plan Policy.

Cycle Parking/Cycling Accessibility and Pedestrian

- 19.13 Cycle parking would be provided to a quantum that is compliant with London Plan policy with the majority of the cycle stores accessed from inside the residential and retail car parks, with further cycle stores in Phase 2 being accessed from the public realm areas. All of these stores have easily accessible cores within close proximity which is considered to be appropriate and would promote use.
- 19.14 Phase 1 cycle stores for all uses meet with at least the minimum standards of the London Plan and LCDS. The provision of suitable LCDS compliant Phase 2 cycle stores would also be secured by condition to ensure that the cycle stores are fully usable and functional.
- 19.15 Cycling accessibility to the site would also be significantly enhanced as part of the junction enhancement works to the A5/Hyde Estate Road junction as well as the pedestrian/cycle access adjacent to the Silk Stream. Footway improvements would also be secured linking to the West Hendon public realm enhancements to the south of the Garrick Road junction.

Public Transport Impact:

- 19.16 As previously stated, the application site has a PTAL of 2/3 with frequent bus services which intersect adjacent to the site; a 10-minute walk to Hendon Station; and a 20-minute walk, 10-minute cycle ride or 10-minute bus ride from Hendon LUL Station. As a result, the TA and subsequent submissions have also undertaken a robust assessment of the impact of the development on this existing public transport infrastructure.
- 19.17 In terms of buses, following assessment from TFL Bus Services and based on the modal share – the impact of the development on bus services would require a contribution of £900,000. A £900,000 contribution has been agreed by the applicant accordingly and would be secured through the S106 to be used to increase the frequency of the 32, 83 and 183 routes. Subject to this contribution, it is considered that the impact of the development on nearby bus services would be fully mitigated.
- 19.18 In terms of Hendon Rail Station, assessment has shown that even with the additional trips generated by the development, the station capacity would not be exceeded. It is noted that the existing station is not of the highest standard in certain respects, such as the station approach and footbridge. However, even if a financial contribution could be justified through the S106 (which it is not given that the station remains below capacity), a piecemeal improvement of the station would be unlikely to deliver improvements that would significantly improve the quality and usability of the station. The development is subject to a Council CIL payment of £16m, part of which (subject to Council spending mechanisms) could be used as part of an investment strategy with other stakeholders to deliver a more holistic and comprehensive station improvement scheme.
- 19.19 With regard to Hendon Central LUL station, the trip distribution modelling inclusive of the proposed development and other committed developments in the vicinity demonstrates that the trips arising from the development would result in the station stairwells being over capacity at peak times. As a result, TFL have identified a potential new station entrance point on Queens Road which would ease strain on the existing access and egress points. To bring forward delivery of this new entrance, a contribution of £60,000 towards a feasibility study would be secured through the S106. Subject to this contribution, it is considered that the impact on Hendon Central LUL station would be fully mitigated.

Stopping Up / Adoption

- 19.20 Due to the introduction of a new footway, and minor carriageway realignment, on Hyde Estate Road, it would be expected that any works undertaken by the developer under the S278 agreement would be to adoptable standards, and would be adopted by LBB as they form key connections within the highway network. Such agreements and commitments would be secured as necessary through the S106/S278 agreements.

Servicing / Deliveries / Freight

- 19.21 It is proposed that deliveries and servicing take place from a separate service entrance/crossover on Hyde Estate Rd. A delivery and servicing management plan has been submitted in draft form as part of the application and a condition has been requested which requires delivery and servicing management plans for both the residential and commercial elements of the scheme to be submitted to the Council for approval.
- 19.22 In terms of the construction phase, a full and robust Demolition and Construction Environmental; Management Logistics Plan (DEMMLP/CEMLP) would be secured by condition which would ensure that all aspects of the demolition and construction process are managed and potential disruption mitigated appropriately.

Highways / Network Impact

- 19.23 It is noted that numerous objections have been received on the basis that the development would result in an unacceptable impact on the local highway network in terms of traffic and congestion. In respect of this matter, as part of the TA and through subsequent information provided, robust traffic modelling has been undertaken to assess the projected impact of the development.
- 19.24 The modelling has been undertaken in accordance with TfL Guidelines and has been submitted for audit to TfL, which is under way though not completed. The initial results of the audit process has led to refinement of the base models, forecast inputs and junction options.
- 19.25 TfL is satisfied that subject to securing a package of transport improvements to support mode shift to public transport and active modes that there will not be an undue impact on the Strategic Road Network - A5 Edgware Road (the Hyde). This has been assessed with regards to capacity, and need to enhance facilities for cyclists and pedestrians and protect bus services from traffic impact.
- 19.26 Based on the modelling, it is evident that the only point in the network where a significant traffic impact was identified was at the junction of the A5 and Hyde Estate Road. As a result, a junction enhancement scheme is proposed and secured through S106/S278. The detailed design of the junction would be developed and agreed as part of the S278 process, cognisant of the need to promote sustainable modes of travel through walking, cycling and public transport.
- 19.27 On this basis, officers consider that the development would not result in unacceptable impact on the local highway network.

Conclusion

- 19.28 Having regard to the above and subject to the relevant conditions and S106 obligations, it is considered that the application is in accordance with relevant Barnet and Mayoral policies and is acceptable from a transport and highways perspective.

20.0 Equalities and Diversity

20.1 Section 149 of the Equality Act 2010, which came into force on 5th April 2011, imposes important duties on public authorities in the exercise of their functions, including a duty to have regard to the need to:

“(a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;

(b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;

(c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.”

20.2 For the purposes of this obligation the term “protected characteristic” includes:

- age;
- disability;
- gender reassignment;
- pregnancy and maternity;
- race;
- religion or belief;
- sex;
- sexual orientation.

20.3 The above duties require an authority to demonstrate that any decision it makes is reached “in a fair, transparent and accountable way, considering the needs and the rights of different members of the community and the duty applies to a local planning authority when determining a planning application.

20.4 Officers consider that the application does not give rise to any concerns in respect of the above.

21.0 Conclusion

21.1 In conclusion officers consider that the development is acceptable having regard to the relevant local, regional and national policies.

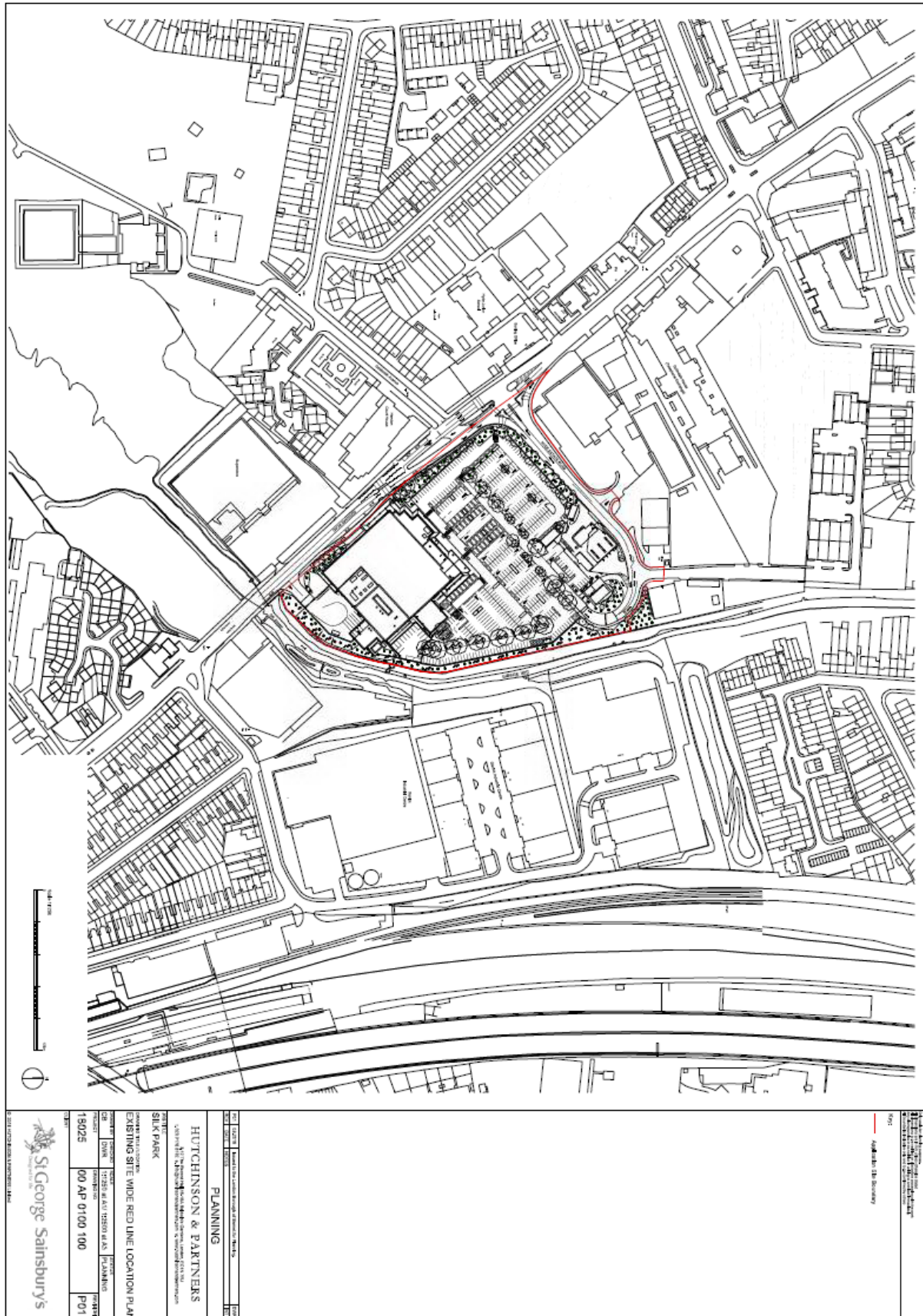
21.2 Whilst it is acknowledged that the application does not accord with strategic tall buildings Policy CS5 in terms of location, it is considered that there are material planning circumstances which justify the approval of the application. The scheme would deliver many significant benefits including the following:

- A new and enhanced Sainsbury’s store of 8,998 sqm GIA (Use Class A1) with improved customer experience and good levels of customer parking;
- The comprehensive redevelopment of a brownfield site in a sustainable location, which would optimise housing delivery and make a significant contribution to the Council’s annual housing delivery targets;

- 430 affordable homes which would represent 35% of the total offer (by habitable room) which is fully in accordance with Mayoral targets;
- The scheme would deliver a new high quality public park and would connect to the Silk Stream through landscape and public realm enhancements, creating a new waterside walkway and allowing for future potential connection to the land opposite;
- Pedestrian, cycling and public realm enhancements would be delivered along with an enhanced junction of the A5/Hyde Estate Road;
- The scheme would promote sustainable modes of transport through travel plan incentives, public transport contributions and the aforementioned improvements to pedestrian and cycle accessibility. All would be secured through the S106;
- In addition to the new retail store, the scheme would also deliver 951 sqm of flexible commercial uses such as restaurant, café, retail and leisure space to provide facilities for new and existing residents, workers and visitors (Use Classes A1-A4, B1, D1 and D2). This would promote usage of the park and its environs whilst not detracting from the vitality of surrounding town centres, as demonstrated in the Retail Impact Assessment;
- The development would also be liable for a CIL contribution of approximately £22m, £16m of which would be payable to the Council and would allow for significant investment in local infrastructure.

21.3 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the Council to determine any application in accordance with the statutory development plan unless material considerations indicate otherwise. All relevant policies contained within the development plan, as well as other relevant guidance and material considerations, have been carefully considered and taken into account by the Local Planning Authority. Whilst the application is not in accordance with strategic tall buildings Policy CS5 as it lies outside of the locations identified as appropriate for tall buildings, it is considered that there are material planning considerations which justify a departure from this particular policy. It is thus concluded that the proposed development generally and taken overall accords with the development plan. Accordingly, subject to a Stage 2 referral to the Mayor of London and subject to the satisfactory completion of the Section 106 Agreement, **APPROVAL** is recommended subject to conditions set out within this report.

Appendix 1: Site Location Plan



Appendix 2: Conditions

Condition 1 - Time limit

The development hereby permitted shall be commenced within three years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act, 2004.

Condition 2 - Approved Plans

The development hereby permitted shall be carried out in accordance with the following approved plans and documents:

Drawing Number	Title	Revision
00 AP 0100 100	Existing Site Wide Red Line Location Plan	P01
00 AP 0100 101	Existing Site Wide Ground Floor Plan	P01
00 AP 0100 102	Existing Site Wide First Floor Plan	P01
00 AP 0100 103	Existing Site Wide Roof Plan	P01
00 AP 0120 101	Existing Site Wide Elevations	P01
00 AP 0120 102	Existing Store Elevations	P01
00 AP 0120 103	Existing Site Wide Sections	P01
00 AP 1211 100	Demolition Plan - Enabling Works Phase	P01
00 AP 1211 101	Enabling Works Phase Proposed Transitional Store Plan Level 00	P01
00 AP 1211 102	Enabling Works Phase Proposed Transitional Store Plan Level 01	P01
00 AP 1211 103	Enabling Works Phase Proposed Transitional Store Plan Roof Plan	P01
00 AP 1211 104	Proposed Transitional Store Site Wide Elevations	P01
00 AP 1211 105	Proposed Transitional Store Elevations	P01
00 AP 1211 106	Proposed Transitional Store Site Wide Sections	P01
00 AP 1211 107	Demolition Plan Phase 02	P02
00 AP 1211 108	Phase 01 and Phase 02 Planning Boundary	P01
00 AP 0010 100	Proposed Red Line Site Location Plan	P02
00 AP 0010 001	Proposed Site Wide Basement Plan	P02
00 AP 0010 002	Proposed Site Wide Level 00 Plan	P02
00 AP 0010 003	Proposed Site Wide Level 01 Plan	P02
00 AP 0010 004	Proposed Site Wide Level 02 Plan	P02
00 AP 0010 005	Proposed Site Wide Level 03 Plan	P02
00 AP 0010 006	Proposed Site Wide Level 04 (Podium) Plan	P02
00 AP 0010 007	Proposed Site Wide Typical Lower Setback Level (Level 11)	P02
00 AP 0010 008	Proposed Site Wide Typical Upper Setback Level (Level 15)	P02
00 AP 0010 009	Proposed Site Wide Roof Plan	P02
00 AP 0020 001	Proposed Site Wide South West Elevation and North West Elevation	P02
00 AP 0020 002	Proposed Site Wide North East Elevation and South East Elevation	P01
00 AP 0030 001	Proposed Site Wide GA Section 01 and 02	P01

1542/020	Silk Park Landscape Masterplan	A

AP Phase 01

Drawing Number	Title	Revision
00 AP 0020 101	Phase 01 Proposed South West & North West Elevation	P01
00 AP 0020 102	Phase 01 Proposed South East & North East Elevation	P01
00 AP 0030 101	Phase 01 GA Section 01	P01
00 AP 0030 102	Phase 01 GA Section 02	P01
01 AP 0010 001	B01 Level 00 Plan	P01
01 AP 0010 002	B01 Level 01, Level 02, Level 03 Plan	P01
01 AP 0010 003	B01 Level 04 (Podium) Plan	P01
01 AP 0010 004	B01 Level 05-09, Level 10 Plan	P01
01 AP 0010 005	B01 Level 11, Roof Plan	P01
01 AP 0020 001	B01 Elevations	P01
02 AP 0010 001	B02 Level 00 Plan	P01
02 AP 0010 002	B02 Level 01, Level 02, Level 03 Plan	P01
02 AP 0010 003	B02 Level 04 (Podium) Plan	P01
02 AP 0010 004	B02 Level 05-09, Level 10 Plan	P01
02 AP 0010 005	B02 Level 11-12, Roof Plan	P01
02 AP 0020 001	B02 Elevations	P01
03 AP 0010 001	B03 Level 00 Plan	P01
03 AP 0010 002	B03 Level 01, Level 02, Level 03 Plan	P01
03 AP 0010 003	B03 Level 04 (Podium) Plan	P01
03 AP 0010 004	B03 Level 05-09, Level 10 Plan	P01
03 AP 0010 005	B03 Roof Plan	P01
03 AP 0020 001	B03 Elevations	P01
04 AP 0010 001	B04 Level 00 Plan	P01
04 AP 0010 002	B04 Level 01, Level 02, Level 03 Plan	P01
04 AP 0010 003	B04 Level 04 (Podium) Plan	P01
04 AP 0010 004	B04 Level 05-09, Level 10 Plan	P01
04 AP 0010 005	B04 Level 11-16, Level 17 Plan	P01
04 AP 0010 006	B04 Roof Plan	P01
04 AP 0020 001	B04 South-West, North-West Elevations	P01
04 AP 0020 002	B04 North-East, South-East Elevations	P01
05 AP 0010 001	B05 Level 00 Plan	P01
05 AP 0010 002	B05 Level 01-03 Plan	P01
05 AP 0010 003	B05 Level 04 (Podium) Plan	P01
05 AP 0010 004	B05 Level 05-16, Roof Plan	P01
05 AP 0020 001	B05 South-West, North West Elevations	P01
05 AP 0020 002	B05 North-East, South-East Elevations	P01
06 AP 0010 001	B06 Level 00 Plan	P01
06 AP 0010 002	B06 Level 01, Level 02-03 Plan	P01
06 AP 0010 003	B06 Level 04 (Podium) Plan	P01
06 AP 0010 004	B06 Level 05-10, Level 11 Plan	P01
06 AP 0010 005	B06 Level 12, Roof Plan	P01
06 AP 0020 001	B06 South-West, North West Elevations	P01
06 AP 0020 002	B06 North-East, South-East Elevations	P01

--	--	--

Drawing Number	Title	Revision
07 AP 0010 001	B07 Level 00 Plan	P01
07 AP 0010 002	B07 Level 01, Level 02-03 Plan	P01
07 AP 0010 003	B07 Level 04 (Podium) Plan	P01
07 AP 0010 004	B07 Level 05-09, Level 10 Plan	P01
07 AP 0010 005	B07 Level 11, Level 12 Plan	P01
07 AP 0010 006	B07 Roof Plan	P01
07 AP 0020 001	B07 South-West, North West Elevations	P01
07 AP 0020 002	B07 North-East, South-East Elevations	P01
08 AP 0010 001	B08 Level 00 Plan	P01
08 AP 0010 002	B08 Level 01, Level 02-03 Plan	P01
08 AP 0010 003	B08 Level 04 (Podium) Plan	P01
08 AP 0010 004	B08 Level 05-10, Level 11 Plan	P01
08 AP 0010 005	B08 Level 12-19, Roof Plan	P01
08 AP 0020 001	B08 North-East, South-East Elevation	P01
08 AP 0020 002	B08 South-West, North West Elevation	P01
12 AP 0010 001	B12 Level 00, Level 01-02 Plan	P01
12 AP 0010 002	B12 Level 03, Roof Plan	P01
12 AP 0020 001	B12 and Part B08 Elevations	P01

094_SWH_Phase 2

Drawing Number	Title	Revision
094 PH2 03 04	Phase 02 Section 01	P01
094 PH2 03 05	Phase 02 Section 02	P01
094 B09 01 00	B09 Level 00 & Level 01	P01
094 B09 01 01	B09 Level 2 to 10 & Level 11 to 15	P01
094 B09 01 02	B09 Roof Plan	P01
094 B09 02 00	B09 Elevations	P01
094 B09 03 00	B09 Sections	P01
094 B10 01 00	B10 Level 00 & Level 01	P01
094 B10 01 01	B10 Level 2 to 12 & Level 13	P01
094 B10 01 02	B10 Level 14-17 & Roof Plan	P01
094 B10 02 00	B10 Elevations	P01
094 B10 03 00	B10 Sections	P01
094 B11 01 00	B11 Level 00 & Level 01	P01
094 B11 01 01	B11 Level 02 - 26	P01
094 B11 01 02	B11 Terrace & Roof plan	P01
094 B11 02 00	B11 Elevations	P01
094 B11 03 00	B11 Sections	P01

Affordable Housing Location

Drawing Number	Title	Revision
00 AP 0300 001	Affordable Housing Location Plan: Level 00 (Ground)	P02

00 AP 0300 002	Affordable Housing Location Plan: Level 01	P02
00 AP 0300 003	Affordable Housing Location Plan: Level 02	P02
00 AP 0300 004	Affordable Housing Location Plan: Level 03	P02
00 AP 0300 005	Affordable Housing Location Plan: Level 04 (Podium)	P02
00 AP 0300 006	Affordable Housing Location Plan: Level 05 to 09	P02
00 AP 0300 007	Affordable Housing Location Plan: Level 10	P02
00 AP 0300 008	Affordable Housing Location Plan: Level 11	P02
00 AP 0300 009	Affordable Housing Location Plan: Level 12	P02
00 AP 0300 010	Affordable Housing Location Plan: Level 13	P02
00 AP 0300 011	Affordable Housing Location Plan: Level 14 to 15	P02
00 AP 0300 012	Affordable Housing Location Plan: Level 16	P02
00 AP 0300 013	Affordable Housing Location Plan: Level 17	P02

Schedules, Design & Access Statement and Planning Summary Document

Drawing Number	Title	Revision
SP04	Planning Summary Document	P01
SP07	Accommodation Schedules	P01
SP08	Design and Access Statement	P01

Reason: For the avoidance of doubt and in the interests of proper planning and so as to ensure that the development is carried out fully in accordance with the application as assessed in line with Policies DM01, DM02, DM05 of the Barnet Local Plan (2012) and Policies 3.5, 7.2, 7.5 and 7.8 of the London Plan (2016).

Condition 3 – Phasing plan

The development shall be carried out in accordance the Phasing works set out indicatively in Chapter 6 of the ES and in line with the following phasing plans:

- Enabling Works Phase - Demolition Plan 00-AP-1211-100-P01;
- Enabling Works Phase – Proposed Transitional Store Plan Level 00 00-AP-1211-101-P01;
- Enabling Works Phase – Proposed Transitional Store Plan Level 01 00-AP-1211-102-P01;
- Enabling Works Phase – Proposed Transitional Store Plan Roof Level 00-AP-1211-103-P01;
- Demolition Plan Phase 2 – 00-AP-1211-107-P01
- Phase 1 and 2 Planning Boundary 00-AP-1211-108-P01

Unless otherwise agreed in writing with the Local Planning Authority.

Reason: For the avoidance of doubt and in the interests of proper planning and in the interests of residential amenity and safety, and to mitigate the impacts of the development in accordance with Policies 6.3, 6.9 and 6.10 of the London Plan (2016)

Condition 4 – Demolition, Construction Environmental Management and Logistics Plan

Prior to commencement of any work associated with the Enabling Works Phase and Phases 1 and 2, a Demolition Construction and Environmental Management and Logistics Plan (DCEMLP) shall be submitted to and approved in writing by the local planning authority, in consultation with Transport for London (TfL).

The DCEMLP for each phase shall include specific details relating to the demolition, construction, logistics and management of these works and aim to reduce road danger and vehicle movements during peak periods and to minimise pollution and adverse amenity and environmental impacts. It should be prepared in accordance with the applicant's Environmental Statement and TfL's latest Construction Logistics Plan Guidance.

i) The DCEMLP for the Enabling Works Phase shall include:

Site and description of works

- a) Site management information, including a site plan showing the location of temporary security hoarding and fencing, site access and site office.
- b) Description and programme of works, including equipment, storage of plant and materials and any intrusive site investigation or excavation.
- c) Description and plan of mitigation measures to show how the Grade II listed asset will be protected throughout the demolition and construction works.

Demolition and waste management

The Demolition and Construction Waste Management Plan for the Enabling Works Phase shall include full details of the following:

- a) Identification of the likely types and quantities of demolition and construction waste likely to be generated (including waste acceptance criteria testing to assist in confirming appropriate waste disposal options for any contaminated materials);
- b) Site clearance and waste management plan – including a scheme for recycling and/or disposing of waste resulting from demolition, ground works or site preparation, including any hazardous waste:
 - Identification of waste management options in consideration of the waste hierarchy, on and offsite options, and the arrangements for identifying and managing any hazardous wastes produced;
 - A plan for efficient materials and waste handling taking into account constraints imposed by the application site; Targets for the diversion of waste from landfill;
 - Identification of waste management sites and contractors for all wastes, ensuring that contracts are in place and emphasising compliance with legal responsibilities; Details of transportation arrangements for the removal of waste from the site and
- c) a detailed surface water drainage mitigation strategy for the Enabling Works Phase has been submitted to and approved in writing by London Borough of Barnet;
- d) A commitment to undertaking waste audits to monitor the amount and type of waste generated and to determine if the targets set out in the Demolition and Waste Management Plan of the DCEMLP have been achieved

Environmental management and mitigation

- d) Hours of demolition, site clearance works, groundworks and construction works

- e) Measures to minimise noise and vibration
- f) Measures to minimise dust and air pollution (including a Pollution Response Plan)
- g) Details of the mitigation for dust and emissions as well as methodology for monitoring during construction;
- h) Lighting strategy, including measures to minimise light spillage;
- i) Measures to minimise visual impact
- j) Measures to reduce energy and water usage
- k) Measures to minimise impacts on ecology, trees and habitats including proposals for species mitigation measures such as bird boxes and any bat mitigation measures as necessary.
- l) Ongoing maintenance of security hoarding, including decorative displays and facilities for public viewing
- m) Measures to maintain the site in a tidy condition in terms of disposal/storage of rubbish, storage, loading and unloading of building plants and materials and similar demolition/construction activities
- n) A method statement relating to the prevention of pollution to the silk stream during demolition, construction or enabling works. Such waters should be discharged to the available foul sewer or be tankered off-site. The existing surface water drains connecting the site with the stream must be capped off at both ends for the duration of the relevant works – ie at the point of surface water ingress and at the outfalls to the stream.

Construction traffic management and logistics

- o) Construction traffic movements - proposed numbers and timings of truck movements throughout the day and the proposed routes
- p) Construction traffic management including:
 - i. Ingress and egress to and from the site for construction vehicles, workers and visitors
 - ii. site security and access control arrangements
 - iii. parking of vehicles for site operatives and visitors
 - iv. deliveries, loading and unloading of plant and materials
 - v. pedestrian and cycle safety
 - vi. Wheel washing facilities and other measures to prevent mud and debris being carried on to the public highway by vehicles leaving the site
 - vii. the location of site office and construction workers' convenience facilities
- q) Measures to ensure that pedestrian and cycle access past the site on the adjacent public footpaths is safe and not obstructed during construction works, with details of any temporary re-routing.

Construction management and procedures

- r) Site management contact details (phone, email, postal address) and the location of a large notice board on the site that clearly identifies these details and a 'Considerate Constructors' contact telephone number.
- s) Code of Construction Practice
- t) Neighbourhood liaison
- u) Complaints procedure
- v) Health and safety procedure

ii) The DCEMLP for Phases 1 and 2 shall include:

Site and description of works

- a) Site management information, including a site plan showing the location of temporary security hoarding and fencing, site access and site office.

- b) Description and programme of works, including equipment, storage of plant and materials and any intrusive site investigation or excavation.
- c) Description and plan of mitigation measures to show how the Grade II listed asset will be protected throughout the demolition and construction works.

Demolition and waste management

The Demolition and Construction Waste Management Plan for the Phases 1 and 2 shall include full details of the following:

- d) Identification of the likely types and quantities of demolition and construction waste likely to be generated (including waste acceptance criteria testing to assist in confirming appropriate waste disposal options for any contaminated materials);
- e) Site clearance and waste management plan – including a scheme for recycling and/or disposing of waste resulting from demolition, ground works or site preparation, including any hazardous waste:
 - o Identification of waste management options in consideration of the waste hierarchy, on and offsite options, and the arrangements for identifying and managing any hazardous wastes produced;
 - o A plan for efficient materials and waste handling taking into account constraints imposed by the application site; Targets for the diversion of waste from landfill;
 - o Identification of waste management sites and contractors for all wastes, ensuring that contracts are in place and emphasising compliance with legal responsibilities; Details of transportation arrangements for the removal of waste from the site and
- f) a detailed surface water drainage mitigation strategy for Phases 1 and 2 has been submitted to and approved in writing by London Borough of Barnet;
- g) A commitment to undertaking waste audits to monitor the amount and type of waste generated and to determine if the targets set out in the Demolition and Waste Management Plan of the CDELMP have been achieved

Environmental management and mitigation

- h) Hours of demolition, site clearance works, groundworks and construction works
- i) Measures to minimise noise and vibration
- j) Measures to minimise dust and air pollution (including a Pollution Response Plan)
- k) Details of the mitigation for dust and emissions as well as methodology for monitoring during construction;
- l) Lighting strategy, including measures to minimise light spillage;
- m) Measures to minimise visual impact
- n) Measures to reduce energy and water usage
- o) Measures to minimise impacts on ecology, trees and habitats including proposals for species mitigation measures such as bird boxes and any bat mitigation measures as necessary.
- p) Ongoing maintenance of security hoarding, including decorative displays and facilities for public viewing
- q) Measures to maintain the site in a tidy condition in terms of disposal/storage of rubbish, storage, loading and unloading of building plants and materials and similar demolition/construction activities
- w) A method statement relating to the prevention of pollution to the silk stream during demolition or construction. Such waters should be discharged to the available foul sewer or be tankered off-site. The existing surface water drains connecting the site with the stream must be capped off at both ends for the duration of the relevant works – ie at the point of surface water ingress and at the outfalls to the stream.

Construction traffic management and logistics

- r) Construction traffic movements - proposed numbers and timings of truck movements throughout the day and the proposed routes
- s) Construction traffic management including:
 - viii. Ingress and egress to and from the site for construction vehicles, workers and visitors
 - ix. site security and access control arrangements
 - x. parking of vehicles for site operatives and visitors
 - xi. deliveries, loading and unloading of plant and materials
 - xii. pedestrian and cycle safety
 - xiii. Wheel washing facilities and other measures to prevent mud and debris being carried on to the public highway by vehicles leaving the site
 - xiv. the location of site office and construction workers' convenience facilities
- t) Measures to ensure that pedestrian and cycle access past the site on the adjacent public footpaths is safe and not obstructed during construction works, with details of any temporary re-routing.

Construction management and procedures

- u) Site management contact details (phone, email, postal address) and the location of a large notice board on the site that clearly identifies these details and a 'Considerate Constructors' contact telephone number.
- v) Code of Construction Practice
- w) Neighbourhood liaison
- x) Complaints procedure
- y) Health and safety procedure

The ground works, demolition and construction works for each phase shall be carried out in accordance with the details approved for that phase.

Reason: To safeguard the amenity of adjacent residents; to ensure efficient, safe and sustainable operation of the highway system; to safeguard pedestrian and highway safety; and to manage and mitigate environmental impacts such as impact on water quality of the Silk Stream, noise and air pollution and trees during demolition and groundworks, in accordance with Policies CS9, CS13, CS14, DM01, DM04, DM17 of the Barnet Local Plan (2012), Policies 5.3, 5.18, 6.3, 7.14, 7.15 and 7.21 of the London Plan (2016) and Barnet Council's Sustainable Design and Construction SPD (2016).

Condition 5 – Air Quality Assessment

The approved air pollution mitigation scheme and details set out in Chapter 9 (Air Quality) of the Environmental Statement (document ref SP09A) shall be implemented in its entirety before any of the development is first occupied or the use commences and retained as such thereafter.

Reason: To ensure that the amenities of occupiers are protected from the poor air quality in the vicinity in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and Policies 3.2, 5.3 and 7.14 of the London Plan (2016).

Condition 6 – Boilers

Prior to installation, details of the boilers shall be forwarded to the Local Planning Authority for approval. The boilers shall have dry NOx emissions not exceeding 40 mg/kWh (0%).

Reason: To comply with the Mayor's London Plan SPG on Sustainable Design and Construction and Policy 7.14 of the Mayor's London Plan in relation to air quality.

Condition 7 – ASHP

The approved ASHPs shall be implemented for Phase 1 in accordance with details approved within the Energy Assessment Version 6 of planning permission 19/4661/FULL prior to completion of Phase 1 of the development. Operation of the ASHPs installed in Phase 1 shall commence following practical completion of Phase 1.

The approved ASHPs shall be implemented for Phase 2 in accordance with details approved within the Energy Assessment Version 6 of planning permission 19/4661/FULL prior to completion of Phase 2 of the development. Operation of the ASHPs installed in Phase 2 shall commence following practical completion of Phase 2.

Any changes to the ASHP specification or layouts shall be agreed in writing with the Local Planning Authority.

Reason: To ensure that the amenities of neighbouring premises are protected from poor air quality arising from the development in accordance with the Sustainable Design and Construction SPD (adopted April 2013). To comply with the London Plan's SPG on Sustainable Design and Construction and Policy 7.14 of the London Plan in relation to air quality.

Condition 8 – Commercial Noise Mitigation

Prior to the occupation of the relevant unit, for Phase 1 and 2 only, a noise assessment, carried out by an approved acoustic consultant, which assesses the likely impacts of noise on the development from A1 to A4, B1, D1 and D2 use (and measures to be implemented to address its findings) has been submitted to and approved in writing by the Local Planning Authority. The report shall include all calculations and baseline data, and be set out so that the Local Planning Authority can fully audit the report and critically analyse the content and recommendations

The measures approved under this condition shall be implemented in their entirety prior to the commencement of the use/first occupation of the development and retained as such thereafter.

Reason: To ensure that the amenities of occupiers are not prejudiced by commercial noise in the immediate surroundings in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and 7.15 of the London Plan 2015.

Condition 9 – Noise Assessment

Prior to the commencement of any above ground works for Phase 1 and 2 only, a noise assessment, carried out by an approved acoustic consultant, which assesses the likely impacts of noise on the development and measures to be implemented to address its findings shall be submitted to and approved in writing by the Local Planning Authority. The report shall include all calculations and baseline data, and be set out so that the Local Planning Authority can fully audit the report and critically analyse the content and recommendations

The measures approved under this condition shall be implemented in their entirety prior to the commencement of the use/first occupation of the development and retained as such thereafter.

Reason: To ensure that the amenities of occupiers are not prejudiced by rail and/or road traffic and/or mixed use noise in the immediate surroundings in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and 7.15 of the London Plan 2015.

Condition 10 – Noise Restriction

The level of continuous noise emitted from fixed plant hereby approved shall be at least 5dB(A) below the background level, as measured or calculated from any point 1 metre outside the window of any room of a neighbouring residential property.

If the level of intermittent noise emitted has a distinguishable, discrete continuous note (whine, hiss, screech, hum) and/or distinct impulse (bangs, clicks, clatters, thumps), then it shall be at least 10dB(A) below the background level, as measured or calculated from any point 1 metre outside the window of any room of a neighbouring residential property.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of neighbouring properties in accordance with Policies DM04 of the Development Management Policies DPD (adopted September 2012) and 7.15 of the London Plan 2011.

Condition 11 – Ventilation / Extraction

Prior to occupation of Phases 1 and 2, a report shall be carried out by a competent acoustic consultant that assesses the likely noise impacts from the development of the ventilation/extraction plant on internal bedroom and living room noise levels of the proposed development, and mitigation measures for the development to reduce these noise impacts to acceptable levels, and shall be submitted to and approved in writing by the Local Planning Authority.

The report shall include all calculations and baseline data, and be set out so that the Local Planning Authority can fully audit the report and critically analyse the content and recommendations.

The measures approved under this condition shall be implemented in their entirety prior to the commencement of the use/first occupation of the relevant part of the development and retained as such thereafter.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of neighbouring properties in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and Policy 7.15 of the London Plan 2015.

Condition 12 – Noise Insulation

Prior to the commencement of above ground works on Phases 1 and 2 only a scheme of mitigation measures to show how the development will be constructed/adapted so as to provide sufficient air borne and structure borne sound insulation against internally/externally generated noise and vibration shall be submitted to and approved in writing by the Local Planning Authority.

This sound insulation shall ensure that the levels of noise as measured within habitable rooms of the development shall be no higher than 35dB(A) from 7am to 11pm and 30dB(A) in bedrooms from 11pm to 7am.

The report shall include all calculations and baseline data, and be set out so that the Local Planning Authority can fully audit the report and critically analyse the content and recommendations.

The mitigation measures as approved under this condition shall be implemented in their entirety prior to the first occupation of the relevant part of the development and retained as such thereafter.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of the residential properties in accordance with Policies DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD, and 7.15 of the London Plan 2015.

Condition 13 – Contaminated Land (Phase 1 Area)

- a. Prior to the commencement of the relevant part of the enabling works, a detailed intrusive site investigation survey shall be carried out within the relevant part of the Phase 1 Area and a report shall be produced which includes human health and controlled waters risk assessments. The report shall be submitted to and approved in writing by the Local Planning Authority.
- b. After approval of the Intrusive Site Investigation Report for the relevant part of the Phase 1 Area and prior to the commencement of the relevant part of the enabling works within the relevant Phase 1 Area, a detailed Remediation Methods Statement for the relevant part shall be submitted to and approved in writing by the Local Planning Authority.

Condition 14 – Remediation/Validation (Phase 1 Area)

The remediation works shall be carried out in accordance with the measures identified in the report(s) approved under Condition 14. Prior to the construction of the Phase 1 ground floor slab a verification report shall be submitted to, and approved in writing by the Local Planning Authority which provides verification that the required works have been carried out in accordance with the approved Remediation Method Statement for the relevant Phase 1 Area.

Condition 15 – Contaminated Land (Phase 2 Area)

- c. Following demolition works within the Phase 2 Area, a detailed intrusive site investigation survey shall be carried out and report shall be produced which includes human health and controlled waters risk assessments. The report shall be submitted to and approved in writing by the Local Planning Authority.
- d. After approval of the Intrusive Site Investigation Report and prior to the commencement of Phase 2 construction works, a detailed Remediation Methods Statement shall be submitted to and approved in writing by the Local Planning Authority.

Condition 16 – Remediation/Validation (Phase 2 Area)

The remediation works shall be carried out in accordance with the measures identified in the report approved under Condition 17. Prior to the construction of the Phase 2 ground floor slab a verification report be submitted to, and approved in writing by the Local Planning Authority which provides verification that the required works have been carried out in accordance with the approved Remediation Method Statement for the Phase 2 Area.

Condition 17 – Contaminated Land not identified

If during any groundworks, demolition or construction works of any phase, contamination not previously identified is found to be present at the site then no further development for that phase shall be carried out until the developer has submitted a remediation strategy to the Local Planning Authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the Local Planning Authority. The remediation strategy for that phase shall be implemented as approved.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety, in accordance with Policy DM04 of the Barnet Local Plan (2012), Barnet’s Sustainable Design and Construction SPD (2016) and Policy 5.21 of the London Plan (2016).

Condition 18 – Kitchen Extraction Equipment

Prior to the occupation of any A1, A3 and A4 units, a detailed assessment for the kitchen extraction units, which assesses the likely impacts of odour and smoke on the neighbouring properties shall be carried out by an approved consultant. This fully detailed assessment shall indicate the measures to be used to control and minimise odour and smoke to address its findings and should include some or all of the following: grease filters, carbon filters, odour neutralization and electrostatic precipitators (ESP). The equipment shall be installed using anti-vibration mounts. It should clearly show the

scheme in a scale diagram and shall be submitted to and approved in writing by the Local Planning Authority.

The development shall be implemented in accordance with details approved under this condition before first occupation or the use is commenced and retained as such thereafter.

Reason: To ensure that the amenities of the neighbouring occupiers are not prejudiced odour and smoke in the immediate surroundings in accordance with policies DM01 of the Development Management Policies DPD (adopted September 2012) and Policy CS14 of the Local Plan Core Strategy (adopted 2012).

Condition 19 – Emergency Response and Evacuation Scheme

Prior to the occupation of Phase 2 details of an Emergency Response and Evacuation scheme for safe means of escape from the site, including details of safe refuge in the event of a flood shall be submitted and approved in writing by London Borough of Barnet planning authority.

Reason: To ensure that an Emergency Response and Evacuation plan has been formulated which sets a procedure for managing the risk to people and property on the site during a major flood event or alert in accordance with Technical Guidance to the Planning Policy Framework.

Condition 20 – Surface Water Drainage Strategy

Prior to the commencement of Phases 1 and 2 only, a detailed surface water drainage strategy report for the development shall be submitted to and approved in writing by London Borough of Barnet planning authority. The scheme shall subsequently be implemented in accordance with the approved details before each phase is completed. Surface water drainage strategy should include but not limited to:

- SUDS plan layout
- SUDS detailed design drawings with relevant information
- Assessment of the attenuation storage volume to cope with the 100-year rainfall event plus climate change to include the proposed drainage network as one drainage system
- Evidence of attenuation volumes calculated 50% drain down time;
- Flood Estimation Handbook design rainfall 2013
- Assessment of the proposed drainage system during the 30-year design rainfall according to Sewer for Adoption 7th Edition (without attenuation storage or flow control structure);
- Supporting hydraulic design calculations
- Evidence of third-party agreement for discharge to their system and the proposed discharge rate (in principle / consent to discharge);
- Details of overland flood flow routes in the event of system exceedance or failure, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants or elsewhere;
- SUDS maintenance programme and on-going maintenance responsibilities;
- SUDS construction phasing

Reason: To ensure that surface water runoff is managed effectively to mitigate flood risk and to ensure that SuDS are designed appropriately using industry best practice to be cost-effective to

operate and maintain over the design life of the development in accordance with Policy CS13 of the Barnet Local Plan, Policies 5.13 and 5.14 of the London Plan, and changes to SuDS planning policy in force as of 6 April (including the Written Ministerial Statement of 18 December 2014, Planning Practice Guidance and the Non-Statutory Technical Standards for Sustainable Drainage Systems) and best practice design guidance (such as the SuDS Manual, C753).

Condition 21 – Landscape and Ecological Management Plan

Prior to occupation of Phases 1 and 2, a Landscape and Ecological Management Plan (LEMP) shall be submitted to, and be approved in writing by, the local planning authority prior to development. The content of the LEMP shall include the following.

- a) Description and evaluation of features to be managed.
- b) Ecological trends and constraints on site that might influence management.
- c) Aims and objectives of management.
- d) Appropriate management options for achieving aims and objectives.
- e) Prescriptions for management actions.
- f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period).
- g) Details of the body or organization responsible for implementation of the plan.
- h) Ongoing monitoring and remedial measures.
- i) Outline the measures taken to minimise impacts on bats and their insect food

Condition 22 – Lighting

Prior to occupation of Phases 1 and 2, a detailed lighting strategy for that phase shall be submitted to and approved in writing by the Local Planning Authority. The lighting strategy shall:

- a) include details of the location, height and specification of external lights and fixtures, including the proposed installation angle of lightings fittings adjacent to the Silk Stream (which shall be selected to achieve a zero upward light ratio, in line with the applicant's Visibility and Light Pollution Study, 2019).
- b) outline the mitigation measures to minimise light spillage and glare adjacent to the Silk Stream in line the Visibility and Light Pollution Study (2019) and industry best practice ('Institution of Lighting Professionals - Guidance Notes for the Reduction of Obtrusive Light GN01:2011') and ensure light is distributed so as to minimise light spillage, glare, or sky glow from affecting the surrounding residential properties

The approved details shall be completed prior to occupation of the relevant phase of the development and shall thereafter be permanently retained.

Reason: In the interests of visual amenity, community safety and to prevent light pollution and adverse impacts affecting the amenity of adjacent residential properties and in the interests of ecology

EA wording for reason: Land alongside watercourses is particularly valuable for wildlife and it is essential this is protected in line with Policy DM04 of Barnet's Local Plan (2012). Artificial lighting

disrupts the natural diurnal rhythms of a range of wildlife using and inhabiting the river and its corridor habitat, and in particular is inhibitive to bats utilising the river corridor. This condition is necessary to minimise light spill from the new development into the watercourse or adjacent river corridor habitat.

Condition 23 – Nesting birds

No removal of hedgerows, trees or shrubs or works to or demolition of buildings or structures that may be used by breeding birds shall take place between 1st March and 31st August inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Details of the Nesting Bird survey work and safeguards shall be submitted to and approved in writing with the Local Planning Authority in advance, and implemented in accordance with the approved strategy.

Condition 24 – Waste Water

Prior to the first residential occupation of Phases 1 and 2 only, written confirmation shall be provided to the Local Planning Authority that one of the following has been carried out:

1. All wastewater network upgrades required to accommodate the additional flows from the development have been completed; or
2. A housing and infrastructure phasing plan has been agreed with Thames Water to allow additional properties to be occupied. Where a housing and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed housing and infrastructure phasing plan.

Reason - Network reinforcement works are likely to be required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to avoid sewage flooding and/or potential pollution incidents.

Condition 25 – Building and Site Management

i) Prior to the first occupation of each non-residential unit within Phases 1 and 2, a Management Strategy for each phase shall be submitted to and approved in writing by the Local Planning Authority for that phase. The strategy should include details of the following:

- a) on-site security measures including the location of security/concierge office, the location and details of CCTV;
- b) arrangements for the receipt, management and distribution of post, parcels to the residential units and commercial/community uses;
- c) Different any controlled/restricted areas of the development and details of those who will have access to each of the identified zones;
- d) Details of access control systems serving communal and residential building entrances;
- e) Management and maintenance framework for internal communal circulation areas and lifts;
- f) Confirmation of disabled access arrangements; and
- g) Vehicle access points and how these will be controlled and managed.

ii) Prior to the occupation of residential units within Phases 1 and 2, a Management Strategy for each phase shall be submitted to and approved in writing by the Local Planning Authority for that phase.

The strategy should include details of the following:

- a) on-site security measures including the location of security/concierge office, the location and details of CCTV;
- b) arrangements for the receipt, management and distribution of post, parcels to the residential units and commercial/community uses;
- c) Different any controlled/restricted areas of the development and details of those who will have access to each of the identified zones;
- d) Details of access control systems serving communal and residential building entrances;
- e) Management and maintenance framework for internal communal circulation areas and lifts;
- f) Confirmation of disabled access arrangements; and
- g) Vehicle access points and how these will be controlled and managed.

The site shall be managed in accordance with the approved management strategy.

Reason: In the interests of the proper maintenance, safety and security of the site and to ensure that the quality of the public realm is appropriately safeguarded and that that access is maintained for disabled people and people with pushchairs, in accordance with Policies 3.4, 3.8 of the London Plan (2016), the Housing SPG (2016).

Condition 26 – Operational Waste Management and Recycling Strategy

a) Prior to the first occupation of each non-residential units within Phases 1 and 2, a waste and recycling strategy for that unit shall be submitted to and approved in writing by the Local Planning Authority. This shall set out the location, design and accessibility of refuse and recycling stores, details of the separation and collection of waste, storage of bulky waste and any chute systems or waste compactors. The waste and recycling strategy shall be implemented as approved, unless otherwise agreed in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved details, made available for use prior to the first occupation of the development, and managed and operated in accordance with the approved strategy in perpetuity.

b) Prior to the first occupation of residential units within Phases 1 and 2, a waste and recycling strategy for that phase shall be submitted to and approved in writing by the Local Planning Authority. This shall set out the location, design and accessibility of refuse and recycling stores, details of the separation and collection of waste, storage of bulky waste and any chute systems or waste compactors. The waste and recycling strategy shall be implemented as approved, unless otherwise agreed in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved details, made available for use prior to the first occupation of the development, and managed and operated in accordance with the approved strategy in perpetuity.

Reason: To ensure adequate refuse storage is provided on site and can be readily collected, in accordance with Policy CS14 of the Barnet Local Plan (2012) and Policy 5.15 of the London Plan (2016).

Condition 27 – Architectural Detailing

Prior to the commencement of works on each Building Block above podium level, annotated drawings/bay studies for each building elevation at a scale of 1:50 shall be submitted to and approved in writing by the Local Planning Authority for that Building Block. These details shall include the following:

- a) materials to be used on all external surfaces of the proposed buildings - including details of the proposed brickwork, stone, metal cladding panels, specifying varied colours or tones (including samples of materials, where appropriate which shall be provided for inspection on site by the LPA as required).
- b) materials details for any other external features of the building, including render, finishes, louvres, external window or door frames, balcony balustrades, bases, underlays and supporting structures, commercial frontages and facias (including samples of materials, where appropriate which shall be provided for inspection on site by the LPA as required).
- c) windows, including:
 - I. glazing specifications
 - II. depth of window reveals
- d) privacy screens serving private amenity spaces.
- e) acoustic panels and means of enclosure serving rooftop level communal amenity spaces.
- f) colonnades and soffits – including depths and material details.

The approved details shall be completed prior to occupation of the relevant phase of the development and shall thereafter be permanently retained.

Reason: To ensure the development is completed in line with the architectural and materials approach set out in the applicant's submitted Design and Access Statement (2019) and to ensure the scheme achieves good design in the interests of future occupants of the scheme and the character and appearance of the area, in accordance with Policies CS5, DM01, DM05 of the Barnet Local Plan (2012) and Policies 7.4, 7.6, and 7.7 of the London Plan (2016).

Condition 28 – Roof Level Structures

Prior to the commencement of works on each building above podium level, details of any roof level structures shall be submitted to and approved in writing by the Local Planning Authority for that phase. This shall include details of roof level plant, water tanks, ventilation/extraction equipment, flues, television reception equipment, solar photovoltaic panels, any other built structure.

The details shall include a justification for the height and size of the roof level structures, their location, height above parapet level, specifications and associated enclosures, screening devices and cladding.

The development shall be carried out in accordance with the approved details and no roof level structures shall be installed other than those approved.

Reason: In the interests of good design and also to ensure that the Local Planning Authority is satisfied that any roof-level structures do not have a harmful impact on the character and appearance of the area, in accordance with Policies CS05 and DM05 of the Barnet Local Plan (2012) and Policies 3.5, 7.4, 7.6 and 7.8 of the London Plan (2016).

Condition 29 - Landscaping, public realm, play space and boundary treatments

Within 9 months of the commencement of Phase 1 and 2, a detailed landscaping and public realm scheme (to include all private and communal amenity areas, including the new publically accessible park) shall be submitted to and approved in writing by the Local Planning Authority for each phase identified within the landscaping and public realm scheme approved under this condition. This shall include the following:

- a) an annotated plan showing the layout and extent and type of hard and soft landscaping within the relevant phase.
- b) details of hard landscaping, including specifications and materials for ground level surfaces, steps, edges, ridges (including samples, where appropriate).
- c) proposed tree species, plant sizing, proposed rooting/soil volume for trees, means of planting (staking and tying of trees, including tree guards), and maintenance schedule for regular pruning, watering and fertilizer use.
- d) details of other soft landscaping and planting, including any grassed/turfed areas, shrubs, herbaceous planting areas and green walls.
- e) enclosures and boundary treatments - including the type, dimension and treatments of any walls, fences, gates, railings and hedges (and details of any temporary boundaries or means of enclosure).
- f) children's play and informal recreation features and equipment.
- g) street furniture - including the location, type, dimensions and materials of seating, lighting, wayfinding signage and public art.
- h) a statement setting out how the proposed landscaping fits in with the overarching site wide landscape strategy
- i) details of brown and green roofs

The approved details shall be completed prior to occupation of the relevant phase of the landscaping and public realm scheme and shall thereafter be permanently retained.

The delivery of all private and communal amenity areas, including the new publically accessible park, shall be delivered in accordance with the Phasing Plan to be approved in writing by the Local Planning Authority.

Reason: In the interests of good design and to promote urban greening, biodiversity, sustainable urban drainage and to ensure acceptable residential amenity, privacy and play space provision, in accordance with Barnet Local Plan PPolicies 3.5, 3.6, 5.10, 5.13 and 7.5 of the London Plan (2016) and Policy xxx

Condition 30 – Replacement Trees

Any trees, hedges or shrubs to be planted as part of the approved landscaping scheme which are removed, die, become severely damaged or diseased within five years of the completion of each

phase of the development shall be replaced with trees or shrubs of appropriate size and species in the next planting season.

Reason: To ensure a satisfactory appearance to the development and protect the amenities of the area and neighbouring occupiers in accordance with policy DM01 of the Barnet Local Plan and policy 7.21 of the London Plan.

Condition 31 – Accessible Dwellings

A minimum of 10% of all dwellings shall be built to comply with requirement M4(3) wheelchair user dwellings contained within Part M volume 1 of the Building Regulations, as identified on the plans approved under condition 2. All other dwellings shall be built to requirement M4(2) accessible and adaptable dwellings contained within Part M volume 1 of the Building Regulations.

Reason: To promote housing choice for disabled and elderly households and ensure a socially inclusive and sustainable development, in accordance with Policies CS4, DM02 of the Barnet Local Plan (2012) and Policies 3.8, 7.2 of the London Plan (2016).

Condition 32 – Secured by Design

The scheme will be delivered in accordance with the secured by design principles and measures set out in the BREEAM Commercial Security Needs Assessment submitted as part of the Design and Access Statement.

Reason: in the interests of community safety

Condition 33 – Opening Hours

The ground floor level commercial units, as shown on approved drawing (ref. 00 AP 0010 002 P02), shall not be open to customers other than between the hours of 0700 and 2300 Mondays to Saturdays, and 0800 to 2200 Sundays and at no other times, unless otherwise approved, in writing, by the Local Planning Authority.

Reason: To safeguard the amenities of neighbouring residents and future residents of the development

Condition 34 – Sustainability Standards

The development shall achieve a 'Very Good' rating under BREEAM UK New Construction 2018 (or such equivalent standard) for the Shell stage for the A1 uses within Phase 1 and for all non-residential units in Phase 2. The development shall achieve a 'Very Good' rating under BREEAM Refurbishment and Fit-out 2014 for commercial units within Phase 2 only.

- a) Within 6 months of work starting on Phase 1 and 2, unless otherwise agreed in writing, a BREEAM UK New Construction 2018 (or such equivalent standard that replaces this)

Shell Interim (Design Stage) Certificate, issued by the Building Research Establishment (BRE), must be submitted, by the developer, and approved in writing by the Local Planning Authority to show that a minimum 'Very Good' rating will be achieved for that phase.

- b) Within 6 months of first occupation of the non-residential building within a phase of development, unless otherwise agreed in writing, a BREEAM UK New Construction 2018 (or such equivalent standard that replaces this) Shell Final (Post-Construction) Certificate, issued by the BRE, must be submitted, by the developer, and approved in writing by the Local Planning Authority to demonstrate that a 'Very Good' rating has been achieved. All the measures integrated shall be retained for as long as the development is in existence.
- c) Prior to commencement of the fit-out of the ground floor commercial unit identified on approved drawing ref. 00 AP 0010 002 P02, unless otherwise agreed in writing, a BREEAM Refurbishment and Fit-out 2014 Parts 2, 3 and 4 Interim (Design Stage) Certificate, issued by the Building Research Establishment (BRE), must be submitted, by the fit-out contractor, and approved in writing by the Local Planning Authority to show that a minimum 'Very Good' rating will be achieved.
- d) Within 6 months of first occupation of ground floor commercial unit identified on approved drawing ref. 00 AP 0010 002 P02, unless otherwise agreed in writing, a BREEAM Refurbishment and Fit-out 2014 Parts 2, 3 and 4 Final (Post-Construction) Certificate, issued by the BRE, must be submitted, by the fit-out contractor, and approved in writing by the Local Planning Authority to demonstrate that a 'Very Good' rating has been achieved. All the measures integrated shall be retained for as long as the development is in existence.

Reason: In the interests of sustainable development and in accordance with London Plan Policies 5.2-5.7

Condition 35 – Construction Times

No construction works shall occur outside of the following times unless otherwise agreed in writing by the Local Planning Authority:

- 08:00 - 18:00 hours weekdays;
- 08:00 - 13:00 hours Saturdays.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties in accordance with policies DM01 and DM04 of the Barnet Local Plan.

Condition 36 – Impact Piling

No impact piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) for the detailed phase has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: To prevent any damage to nearby underground utility infrastructure.

Condition 37 – PD Restriction

Notwithstanding the provisions of any development order made under Section 59 of the Town and Country Planning Act 1990 (or any Order revoking and re-enacting that Order), the following operations shall not be undertaken without the receipt of prior specific express planning permission in writing from the Local Planning Authority on the buildings hereby approved:

The installation of any structures or apparatus for purposes relating to telecommunications or any part of the development hereby approved, including any structures or development otherwise permitted under Part 24 and Part 25 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (as amended) or any equivalent Order revoking and re-enacting that order.

Reason: To ensure that the development does not impact adversely on the character of the area and to ensure the Local Planning Authority can control the development in the area so that it accords with Policies CS5 and DM01 of the Local Plan.

Condition 38 Cycle Parking

Prior to the first occupation of each phase; details of cycle parking and cycle storage facilities shall be submitted to and approved in writing by the Local Planning Authority. Such spaces shall be in accordance with the London Plan and London Cycle Design Standards (or any superseding guidance). All spaces shall be permanently retained thereafter.

Reason: In the interests of promoting cycling as a mode of transport in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

Condition 39 – Sainsbury's floorspace

The new Sainsbury's Store must be built out in accordance with the details of the planning permission. The maximum quantum of A1 retail floorspace for the new Sainsbury's Store must not exceed 8,998 sqm GIA (or a net sales area of 4,037 sqm).

Condition 40 – Wind Mitigation

The wind mitigation measures set out in the ES addendum dated November 2019 shall be implemented prior to first occupation of Phase 1. The measures should be retained for the lifetime of the development, unless agreed in writing by the Local Planning Authority.

Reason: To ensure the development creates an acceptable local microclimate in accordance with Policy DM05 Development Management Policies (Adopted) September 2012.

Condition 41 – Energy Network capped connection

Prior to development shall take place until a strategy setting out how the development could enable future connection to any District Heating Network has been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the details as approved

Reason: To ensure that the development is sustainable and complies with the requirements of London Plan policies 5.2 and 5.6.

Condition 42 - Residential Car Parking Management Scheme (CPMC)

Prior to occupation of each phase (Phase 1 and 2), A Residential Car Parking Management Scheme to cover C use classes shall be submitted to and agreed in writing for each Phase by the Local Planning Authority. The RCPMS shall include a plan identifying the disabled parking spaces to be delivered clearly marked with a British Standard disabled symbol and disabled parking shall be retained for the use of disabled persons and their vehicles and for no other purpose unless agreed in writing with the Local Planning Authority.

Reason: To ensure that parking is provided and managed in line with Barnet Council standards in the interests of highway and pedestrian safety and in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012. To ensure and promote easier access for disabled persons to the approved building in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

Condition 43 - Commercial Car Parking Management Scheme (CPMC)

Prior to occupation of the new food store in Phase 1, a Commercial Car Parking Management Scheme to cover A use class retail units with a floorspace of 8,998 sqm or more, shall be submitted to and agreed in writing for each Phase by the Local Planning Authority. The CCPMS shall include a plan identifying the disabled parking spaces to be delivered clearly marked with a British Standard disabled symbol and disabled parking shall be retained for the use of disabled persons and their vehicles and for no other purpose unless agreed in writing with the Local Planning Authority.

Reason: To ensure that parking is provided and managed in line with Barnet Council standards in the interests of highway and pedestrian safety and in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012. To ensure and promote easier access for disabled persons to the approved building in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

Condition 44 - Access Plan

Before the development hereby is occupied; details to show entering and egress arrangements for all modes and pedestrian walkways to be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in full in accordance with the approved details.

Reason: To ensure that the access is satisfactory in terms of highway safety and in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

Condition 45 - Electric Vehicle Charging Points

Prior to occupation of each phase (Phase 1 and 2) full details of the electric vehicle charging points to be installed in the development shall be submitted on a phased basis to the Local Planning Authority and approved in writing. The development shall be implemented in full accordance with the approved details prior to first occupation of each phase (Phase 1 and 2) and thereafter be maintained as such.

Reason: To ensure that the development makes adequate provision for electric vehicle charging points to encourage the use of electric vehicles in accordance with policy 6.13 of the London Plan.

Condition 46 - Delivery and Servicing Management Plan (DSMP)

- a) Prior to occupation of the residential units within each Phase (Phase 1 and 2) a Residential Servicing and Delivery Management Plan for each Phase shall be submitted and agreed in writing by the Local Planning Authority. The servicing and delivery of these units shall be carried out in accordance with the approved Residential Servicing and Delivery Management Plan unless agreed in writing by the Local Planning Authority.
- b) Prior to occupation of each of the ground floor level commercial units, as shown on approved drawing (ref. 00 AP 0010 002 P02) a Commercial Servicing and Delivery Management Plan for each of these units shall be submitted and agreed in writing by the Local Planning Authority. The servicing and delivery of these units shall be carried out in accordance with the approved plan unless agreed in writing by the Local Planning Authority.
- c) Prior to the occupation of the A use class retail unit of 8,998 sqm GIA in Phase 1, a Commercial Servicing and Delivery Management Plan shall be submitted for this unit. The servicing and delivery of these units shall be carried out in accordance with the approved plan unless agreed in writing by the Local Planning Authority.

Reason: In the interest of highway safety in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

Condition 47 - Existing Crossovers

Prior to the occupation of the development, the existing redundant crossovers shall be reinstated to footway by the Highway Authority at the applicant's expense.

Reason: To confine access to the permitted points in order to ensure that the development does not prejudice the free flow of traffic or conditions of general safety on the public highway and in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

Condition 48 - Refuse Collection

Refuse stores and holding bays shall be delivered in accordance with the approved drawings (ref. 00AP-0010-001 P01 and 00AP-0010-002 P02) and retained as such unless agreed in writing by the Local Planning Authority.

Reason: To ensure that the access is satisfactory in terms of highway safety development and to protect the amenity of the area and in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

Informatives

The Highway Authority will require the applicant to give an undertaking to pay additional costs of repair or maintenance of the public highway in the vicinity of the site should the highway be damaged as a result of the construction traffic. The construction traffic will be deemed "extraordinary traffic" for the purposes of Section 59 of the Highways Act 1980. Under this section, the Highway Authority can recover the cost of excess expenses for maintenance of the highway resulting from excessive weight or extraordinary traffic passing along the highway. It is to be understood that any remedial works for such damage will be included in the estimate for highway works.

LOCATION: Phase 6b, Millbrook Park (Former Inglis Barracks) NW7 1PX

REFERENCE: 19/5827/FUL

Received: 30 October 2019

AGENDA ITEM 8

Accepted: 30 October 2019

WARD(S): Mill Hill

Expiry: 29 January 2020

APPLICANT: Poly UK

PROPOSAL: Full Planning Permission for Phase 6B, associated with the Millbrook Park development, for the erection of 2 linked buildings 6 storeys in height comprising 82 residential units (Use Class C3), 615sqm (GIA) of employment space (Use Class B1), together with associated plant, car parking, cycle parking, refuse stores, servicing areas and associated hard and soft landscaping

Recommendation 1

The applicant and any other person having a requisite interest be invited to enter by way of an agreement into a planning obligation under Section 106 of the Town and Country Planning Act 1990 and any other legislation which is considered necessary for the purposes of seeking to secure the following:

i. Legal Professional Costs Recovery

Paying the Council's legal and professional costs of preparing the Agreement and any other enabling arrangements.

ii. Enforceability

All obligations listed below to become enforceable in accordance with a timetable to be agreed in writing with the Local Planning Authority.

iii. Affordable Housing

Provision of 27 affordable housing units (including full nomination rights on these units) on the site in accordance with the following mix:-

Affordable Rented

10 x 2 bed flats

4 x 3 bed flats

Intermediate Housing

6 x 1 bed flats

7 x 2 bed flats

iv. Carbon Off Set Payment

Payment of the sum of Thirty Nine Thousand Five Hundred and Thirty Two Pounds (£39,531) index-linked as a contribution to ensure that the residential component of the Development achieves net zero carbon dioxide emissions;

Recommendation 2:

That subject to the completion of the agreement specified in Recommendation 1, the Committee grants delegated authority to the Service Director Planning and Building Control or Head of Strategic Planning to make any minor alterations, additions or deletions to the recommended conditions as set out in this report and addendum

provided this authority shall be exercised after consultation with the Chairman (or in his/her absence the Vice-Chairman) of the Committee (who may request that such alterations, additions or deletions be first approved by the Committee).

Conditions

Time Limit

1. This development must be begun within three years from the date of this permission.

Reason: To comply with Section 51 of the Planning and Compulsory Purchase Act 2004.

Approved Plans

2. No development shall take place unless in accordance with the following Approved Parameter Plans and substantially in accordance with the supporting documents:

Application Drawings

Block JJ General Arrangement - Ground Floor – C413MPJ-CTA-JJ-00DR-A-07001-P1

Block JJ Tenure Plans 6B Tenure Plan - Ground Level – C413MPJ-CTA-JJ-00-DR-A-07081-P1

Block JJ General Arrangement Level - 01 – C413MPJ-CTA-JJ-01-DR-A-07002-P2

Block JJ Tenure Plans 6B Tenure Plan Level - 01 – C413MPJ-CTA-JJ-01-DR-A-07082-P1

Block JJ General Arrangement - Level 01 – C413MPJ-CTA-JJ-02-DR-A-07003-P1

Block JJ Tenure Plans 6B Tenure Plan - Level 01 – C413MPJ-CTA-JJ-02-DR-A-07083-P1

Block JJ General Arrangement - Level 03 – C413MPJ-CTA-JJ-03-DR-A-07004-P1

Block JJ Tenure Plans 6B Tenure Plan - Level 03 – C413MPJ-CTA-JJ-03-DR-A-07084-P1

Block JJ General Arrangement - Level 04 – C413MPJ-CTA-JJ-04-DR-A-07005-P1

Block JJ Tenure Plans 6B Tenure Plan - Level 04 – C413MPJ-CTA-JJ-04-DR-A-07085-P1

Block JJ General Arrangement - Level 05 – C413MPJ-CTA-JJ-05-DR-A-07006-P2

Block JJ Tenure Plans 6B Tenure Plan - Level 05 – C413MPJ-CTA-JJ-05-DR-A-07086-P1

Block JJ General Arrangement - Roof Level – C413MPJ-CTA-JJ-07-DR-A-07007-P1

Block JJ General Arrangement - Lower Ground Level - C413MPJ-CTA-JJ-LG-DR-A-07000-P1

Block JJ Tenure Plans 6B Tenure Plan - Lower Ground Level - C413MPJ-CTA-JJ-LG-DR-A-07080-P1

Block JJ General Arrangement Elevation - AA', BB', CC' – C413MPJ-CTA-JJ-ZZ-DR-A-07030-P1

Block JJ General Arrangement Elevation - DD', EE', FF' – C413MPJ-CTA-JJ-ZZ-DR-A-07031-P1

Block JJ General Arrangement Section - AA BB CC – C413MPJ-CTA-JJ-ZZ-DR-A-07050-P1

Block JJ Bay Studies Typical Bay Study 01 – C413MPJ-CTA-JJ-ZZ-DR-A-07051-P1

Block JJ Bay Studies Typical Bay Study 02 – C413MPJ-CTA-JJ-ZZ-DR-A-07052-P1
Block JJ Bay Studies Typical Bay Study 03 – C413MPJ-CTA-JJ-ZZ-DR-A-07053-P1
Block JJ1 General Arrangement Typical Apt Layout – C413MPJ-CTA-JJ-ZZ-DR-A-07060-P2
Block JJ2 General Arrangement Typical Apt Layouts – C413MPJ-CTA-JJ-ZZ-DR-A-07061-P1
Block JJ3 General Arrangement Typical Apt Layouts – C413MPJ-CTA-JJ-ZZ-DR-A-07062-P1
Phase 6B Site Plan – C413MPJ-CTA-XX-ZZ-DR-A-07100-P1
Phase 6B Site Sections – C413MPJ-CTA-XX-ZZ-DR-A-07150-P1
Landscape Tree Planting Plan Phase 6B – TOWN686(08)5002-R05
Courtyard Section Block JJ Phase 6B – TOWN686(08)7004-R04
Courtyard Section Block JJ Phase 6B Sheet 2 – TOWN686(08)7005-R00

Application Documents

Design & Access Statement (including Landscape), prepared by CT;
Landscape Statement (Incl. within DAS), prepared by TLA;
Comparative Document, prepared by CT;
Ecological Appraisal, prepared by Buro Happold Engineering (BH);
Sustainability Statement Prepared by BH;
Energy Statement, prepared by BH;
Drainage Statement , prepared by BH;
Operational Waste Management Strategy, prepared by BH;
Transport Assessment, prepared by BH;
Acoustics Report, prepared by BH;
Air Quality Assessment Technical Note, prepared by BH;
Geoenvironmental & Geotechnical Desk Study, prepared by BH;
Ground Engineering Interpretive Report & Remediation Method Strategy, prepared by BH;
Overshadowing Statement, prepared by Avison Young (AY);
Letter from Thomson Environmental Consultants dated 19th December 2019;
Thomson Ecology Arboricultural report and method statement ref: V-BHE-107-005-001 dated November 2018;
Letter from Avison Young dated 19 December 2019.

Reason: For the avoidance of doubt and to ensure the development accords with the outline permission and so as to ensure that the development is carried out fully in accordance with the application as assessed in accordance with policies CS1, CS4, CS5, DM01 and DM02 of the Barnet Local Plan and policy 1.1 of the London Plan.

Internal Space Standards

3. All 82 residential units (use class C3) within the development hereby permitted shall all be constructed to achieve the minimum internal space standards set out in Table 3.3 of the London Plan (2016).

Reason: To ensure the development meets the needs of its future occupiers and to comply with the requirements of policies 3.5 of the London Plan (2016).

Wheelchair Homes

4. A minimum of 10% of the residential dwellings within the development hereby approved shall be built to wheelchair housing standards or easily adaptable for residents who are wheelchair users.

Reason: To ensure the development meets the needs of its future occupiers and to comply with the requirements of policies 3.8 and 7.2 of the London Plan (2016).

Hours of Construction

5. No construction work in relation to the development hereby approved shall be carried out on the site at any time on Sundays, Bank or Public Holidays, before 8.00am or after 1.00pm on Saturdays, or before 8.00am or after 6.00pm on any other days unless in accordance with previously agreed emergency procedures for deviation.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties in accordance with policies DM01 and DM04 of the Barnet Local Plan.

Street Lighting

6. Prior to occupation of the relevant phase of the development hereby approved, an External Lighting Assessment of lighting proposed within that Development Phase shall be submitted to and approved in writing by the Local Planning Authority. The External Lighting Assessment submitted shall detail the existing average night time luminance and light spread levels across the application site at night, identify the levels of light pollution received at the windows to residential properties within proposed development and, where appropriate, identify the measures to be used to mitigate the impacts of light pollution on the future occupiers proposed dwellings as well as mitigate any impacts to species including bats. Any light pollution mitigation identified in the External Lighting Assessment shall be implemented in full prior to occupation of the relevant phase.

Reason: To ensure the development provides adequate amenities of the future occupiers of the proposed dwellings and to accord with policy DM01 of the Barnet Local Plan and to mitigate the impact to species including bats in accordance with policies CS7 and DM16.

Materials for External Surfaces of Buildings

7. Prior to the commencement of above ground works, details and appropriate samples of the materials to be used for the external surfaces of the buildings and hard surfaced areas shall have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in accordance with such details as so approved and maintained for the lifetime of the development.

Reason: To safeguard the character and visual amenities of the site and wider area and to ensure that the building is constructed in accordance with policies CS5 and DM01 of the Barnet Local Plan and policies 1.1, 7.4, 7.5 and 7.6 of the London Plan.

Levels

8. Prior to the commencement of development, other than for ground works, site preparation or remediation, details of the levels of the proposed buildings, roads, footpaths and other landscaped areas relative to adjoining land and any other changes proposed in the levels of the site associated with the works permitted by this permission have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in accordance with such details as so approved before the dwellings approved are occupied.

Reason: To ensure that the development is carried out at suitable levels in relation to the highway and adjoining land having regard to drainage, gradient of access, the amenities of the area and neighbouring occupiers and the health of any trees or vegetation in accordance with policies DM01, DM04 and DM17 of the Barnet Local Plan and policies 7.2, 7.3, 7.4, 7.5, 7.6, 7.13 and 7.21 of the London Plan 2016.

Contaminated Land – Method Statement

9. Prior to the commencement of any development:
- (a) A contaminated land desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until these details are approved in writing by the Local Planning Authority.
 - (b) If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. This shall be submitted to, and approved in writing by, the Local Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable:-
 - a risk assessment to be undertaken;
 - refinement of the Conceptual Model; and
 - the development of a Method Statement detailing the remediation requirements.

The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority prior to the commencement of the development.

- (c) If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring to be carried out shall be submitted to and

approved in writing by the Local Planning Authority prior to that remediation being carried out on site.

The Method Statement should contain a detailed breakdown of the proposed remediation strategy and the anticipated timescales for completion. The method statement should identify the timing and sequence of the required remediation works and where relevant, set out in consultation with the Local Planning Authority, at what stages any verification report(s) will be submitted to the Local Planning Authority for their approval.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety and to comply with policy DM04 of the Barnet Local Plan.

Contaminated Land – Remediation

10. Where remediation of contamination on the site is required completion of the remediation detailed in the method statement approved under condition 9 shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority. The verification report(s) shall be submitted to the Local Planning Authority in accordance with the approved programme. No dwelling shall be occupied until the relevant land has been remediated in accordance with the approved method statement, and this has been approved by the Local Planning Authority.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety and to comply with policy DM04 of the Barnet Local Plan.

BREEAM Standard for Non Residential

11. The B1 Building hereby approved shall achieve BREEAM 'Very Good' level of environmental performance. Before the development is first occupied the developer shall submit certification of the selected generic environmental standard.

Reason: To ensure that the development is sustainable and in accordance with policies DM01 and DM02 of the Barnet Local Plan and policies 5.2 and 5.3 of the London Plan

Crime Prevention Strategy

12. A crime prevention strategy shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the development. The strategy shall demonstrate how the development meets 'Secured by Design' standards. The development shall thereafter be carried out in accordance with the approved details.

Reason: To ensure that satisfactory attention is given to security and community safety in accordance with policy DM02 of the Development Management Policies (2012).

Detailed Surface Water Drainage Scheme

13. No above ground works shall be undertaken until a detailed surface water drainage scheme for the site has been submitted to and approved in writing by the local planning authority. The drainage strategy shall include a restriction in run-off and surface water storage on site. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

Reason: To prevent the increased risk of flooding, to improve and protect water quality, and improve habitat and amenity. in line with Barnet Local Plan policies CS13 and DM04 and policies 5.3, 5.11. 5.13 and 5.14 of the London Plan. The inclusion of green roofs and dry ponds will improve habitat and amenity in line with policies CS7, DM01, DM16 of the Barnet Local Plan policy 7.19 of the London Plan.

Off Site Drainage Works

14. No above ground works shall be undertaken until a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved by, the local planning authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed.

Reason - The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community.

Petrol/Oil Inceptors

15. Notwithstanding the submitted plans, no development shall commence unless and until details of petrol/oil interceptor(s) in all car parks located within the development have been submitted to an approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved scheme and shall be provided before the car park(s) to which the scheme relates is brought into use.

Reason: In order to prevent oil-polluted discharges entering local watercourses.

Impact Piling

16. No impact piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage and water infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be

undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure.

Car Parking

17. Before the relevant plot of the development hereby permitted is occupied the associated car parking space(s) shown on the plans hereby approved shall be provided and shall not be used for any purpose other than parking of vehicles in connection with the approved development.

Reason: To ensure that adequate and satisfactory provision is made for the parking of vehicles in the interests of pedestrian and highway safety and the free flow of traffic in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

Electric Charging Points

18. Before the development hereby permitted is occupied 20% Active Electric Vehicle Charging Points (ECVP) 20% Passive ECVPs shall be provided in accordance with the London Plan Parking Standards. The development shall be implemented in full accordance with the approved details prior to first occupation and thereafter be maintained as such.

Reason: To ensure that the development makes adequate provision for electric vehicle charging points to encourage the use of electric vehicles in accordance with policy 6.13 of the London Plan.

Cycle Parking

19. Before the relevant plot of the development hereby permitted is occupied the associated cycle parking and cycle storage facilities shall be installed in accordance with the approved plans and such spaces shall be permanently retained thereafter.

Reason: To ensure that adequate and satisfactory provision is made for the parking of vehicles in the interests of pedestrian and highway safety and the free flow of traffic in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

Refuse Storage

20. Details of proposed refuse collection facilities and arrangements must be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the development.

Reason: To ensure that the access is satisfactory in terms of highway safety development and to protect the amenity of the area and in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

Demolition and Construction Management Plan

21. No site works or works on this development including demolition or construction work shall commence until a Demolition and Construction Management and Logistics Plan has been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in full accordance with the details approved under this plan. The Demolition and Construction Management and Logistics Plan submitted shall include, but not be limited to, the following information:
- i. details of the routing of construction vehicles to the site, hours of access, access and egress arrangements within the site and security procedures;
 - ii. site preparation and construction stages of the development;
 - iii. details of provisions for recycling of materials, the provision on site of a storage/delivery area for all plant, site huts, site facilities and materials;
 - iv. details showing how all vehicles associated with the construction works are properly washed and cleaned to prevent the passage to mud and dirt onto the adjoining highway;
 - v. the methods to be used and the measures to be undertaken to control the emission of dust, noise and vibration arising from construction works;
 - vi. a suitable and efficient means of suppressing dust, including the adequate containment of stored or accumulated material so as to prevent it becoming airborne at any time and giving rise to nuisance;
 - vii. noise mitigation measures for all plant and processors;
 - viii. details of contractors compound and car parking arrangements;
 - ix. Details of interim car parking management arrangements for the duration of construction;
 - x. Details of a community liaison contact for the duration of all works associated with the development.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties and in the interests of highway and pedestrian safety in accordance with policies CS9, CS13 , CS14, DM01, DM04 and DM17 of the Barnet Local Plan and polices 5.3, 5.18, 7.14 and 7.15 of the London Plan 2015.

Delivery and Servicing Plan

22. Before the commercial development is occupied a full Delivery and Servicing Plan (DSP) shall be submitted to and agreed by the Local Planning Authority.
Reason: In the interest of highway safety in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

Residential Travel Plan

23. Before the occupation of the residential development a Residential Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. This should include the appointment of a Travel Plan coordinator. The Residential Travel Plan should be in accordance with the latest TfL Guidance and reviewed annually against the Residential Travel Plan targets.

Reason: To encourage the use of sustainable forms of transport to the site in accordance with policies Core Strategy (adopted) 2012 CS9 and Development Management Policies (adopted) 2012 DM17.

Workplace Travel Plan

24. Before the commercial development is occupied the Workplace Travel Plan shall be submitted to and approved by the Local Planning Authority. This should include the appointment of a Travel Plan coordinator. The Workplace Travel Plan should be in accordance with the latest TfL guidance and reviewed annually against the Workplace Travel Plan targets.

Reason: To encourage the use of sustainable forms of transport to the site in accordance with policies Core Strategy (adopted) 2012 CS9 and Development Management Policies (adopted) 2012 DM17.

Hard and Soft Landscaping

25. a) A scheme of hard and soft landscaping, including details of existing trees to be retained and size, species, planting heights, densities and positions of any soft landscaping, shall be submitted to and agreed in writing by the Local Planning Authority prior to the occupation of the hereby approved development.
- b) All work comprised in the approved scheme of landscaping shall be carried out before the end of the first planting and seeding season following occupation of any part of the buildings or completion of the development, whichever is sooner, or commencement of the use.
- c) Any existing tree shown to be retained or trees or shrubs to be planted as part of the approved landscaping scheme which are removed, die, become severely damaged or diseased within five years of the completion of development shall be replaced with trees or shrubs of appropriate size and species in the next planting season.

Reason: To ensure a satisfactory appearance to the development in accordance with Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and 7.21 of the London Plan 2016.

Tree Protection Plan

26. a) No site works or development (including any temporary enabling works, site clearance and demolition) shall take place until a dimensioned tree protection plan in accordance with Section 5.5 and a method statement

detailing precautions to minimise damage to trees in accordance with Section 6.1 of British Standard BS5837: 2012 (Trees in relation to design, demolition and construction - Recommendations) have been submitted to and approved in writing by the Local Planning Authority.

b) No site works (including any temporary enabling works, site clearance and demolition) or development shall take place until the temporary tree protection shown on the tree protection plan approved under this condition has been erected around existing trees on site. This protection shall remain in position until after the development works are completed and no material or soil shall be stored within these fenced areas at any time. The development shall be implemented in accordance with the protection plan and method statement as approved under this condition.

Reason: To safeguard the health of existing trees which represent an important amenity feature in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012), Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012) and Policy 7.21 of the London Plan 2016.

Excavation and Underground Servies

27. Prior to the any works taking place within the root protection areas of any retained trees, plans showing the extent and depth of all excavations for drainage and other services in relation to trees shall be submitted to and approved in writing by the Local Planning Authority and the development carried out in accordance with the details as approved.

Reason: To safeguard the health of existing tree(s) which represent an important amenity feature in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012) and CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012) and 7.21 of the London Plan 2016.

Tree Works Specification

28. a) No site works or development (including any temporary enabling works, site clearance and demolition) shall commence on site until a detailed tree felling / pruning specification has been submitted to and approved in writing by the Local Planning Authority.

b) All tree felling and pruning works shall be carried out in full accordance with the approved specifications under this condition and in accordance with British Standard 3998 (Recommendation for Tree Works).

Reason: To safeguard the health of existing trees which represent an important amenity feature in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012), Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012) and Policy 7.21 of the London Plan 2016.

Landscape Management Plan

29. a) Prior to the occupation of the hereby approved development, details of a Landscape Management Plan for all landscaped areas (including the proposed living fence) for a minimum period of 25 years have been submitted to and approved in writing by the Local Planning Authority.
- b) The Landscape Management Plan shall include details of long term design objectives, management responsibilities, maintenance schedules and replacement planting provisions for existing retained trees and any new soft landscaping to be planted as part of the approved landscaping scheme.
- c) The approved Landscape Management Plan shall be implemented in full in accordance with details approved under this condition.

Reason: To ensure a satisfactory appearance to the development in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012), Policies CS5 and CS7 of the Local Plan Core Strategy (adopted September 2012) and Policy 7.21 of the London Plan 2016.

- No Excavation Northern Boundary**
30. Notwithstanding the plans hereby approved, no excavations or installations other than the boundary fence shall be carried out within 1.2m of the boundary with the scout camp on the north edge of the development.

Reason: To safeguard the health of existing trees which represent an important amenity feature in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012), Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012) and Policy 7.21 of the London Plan 2016.

Boundary Treatment

31. a) The site shall not be brought into use or first occupied until details of the means of enclosure, including proposed levels and boundary treatments on the interface of Plot and the Scout camp, have been submitted to and approved in writing by the Local Planning Authority.
- b) The development shall be implemented in accordance with the details approved as part of this condition before first occupation or the use is commenced and retained as such thereafter.

Reason: To ensure that the proposed development does not prejudice the appearance of the locality and/or the amenities of occupiers of adjoining residential properties and to confine access to the permitted points in the interest of the flow of traffic and conditions of general safety on the adjoining highway in accordance with Policies DM01, DM03, DM17 of the Development Management Policies DPD (adopted September 2012), and Policies CS NPPF and CS1 of the Local Plan Core Strategy (adopted September 2012).

Biodiversity Enhancements

32. The development shall not be occupied until details comprising a scheme of measures to enhance and promote biodiversity shall be submitted the Local Planning Authority and approved in writing. The scheme submitted shall include (but not be limited to) details of biodiversity enhancement measures related specifically to bats and birds. The approved scheme of measures shall be implemented in full in accordance with the approved details before the first occupation.

Reason: To ensure that the development represent high quality design and meets the objectives of development plan policy as it relates to biodiversity in accordance with policies DM01 and DM16 of the Barnet Local Plan and policies 5.11 and 7.19 of the London Plan.

Balcony Screening

33. Before development hereby permitted is occupied, details of the proposed balconies including details of privacy panels where considered necessary by the Local Planning Authority shall be submitted and approved by the Local Planning Authority. The panels shall be provided in accordance with the approved details prior to the occupation of the development and retained as such thereafter.

Reason: In the interest of residential amenity in accordance with Policies CS5 of the Core Strategy (2012) and DM01 of the Development Management Policies (2012).

Air Quality Neutral

34. Prior to the commencement of any above ground works, an air quality neutral assessment report shall be written in accordance with the relevant current guidance. This report shall be submitted to and approved by the Local Planning Authority.

The report shall include all calculations and baseline data, and be set out so that the Local Planning Authority can fully audit the report and critically analyse the content and recommendations.

a) If the report shows that the site does not conform to the air quality neutral benchmark requirements then a scheme of offset measures based on the findings of the report shall be submitted to and approved by the Local Planning Authority prior to development.

b) The approved measures shall be implemented in its entirety in accordance with details approved under this condition before any of the development is first occupied or the use commences and retained as such thereafter.

Reason: To ensure that the amenities of occupiers are protected from the poor air quality in the vicinity in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and Policies 3.2, 5.3 and 7.14 of the London Plan 2016.

Acoustic Mitigation measures

35. The measures as detailed within Millbrook Park Phase 6B Full Planning Application Stage 2 Acoustics Report dated 25 October 2019 Revision P02 by Buro Happold Engineering shall be implemented in their entirety prior to the commencement of the use/first occupation of the development and retained as such thereafter.

Reason: To ensure that the amenities of occupiers are not prejudiced by rail and/or road traffic and/or mixed use noise in the immediate surroundings in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and 7.15 of the London Plan 2016.

RESTRICT NOISE FROM PLANT

36. The level of noise emitted from any *residential or commercial* air handling plant hereby approved shall be at least 5dB(A) below the background level, as measured from any point 1 metre outside the window of any room of a neighbouring residential property.

If the noise emitted has a distinguishable, discrete continuous note (whine, hiss, screech, hum) and/or distinct impulse (bangs, clicks, clatters, thumps), then it shall be at least 10dB(A) below the background level, as measured from any point 1 metre outside the window of any room of a neighbouring residential property.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of neighbouring properties in accordance with Policies DM04 of the Development Management Policies DPD (adopted September 2012) and 7.15 of the London Plan 2016.

IMPACT OF NOISE FROM VENTILATION AND EXTRACTION PLANT ON DEVELOPMENT

37. a) No ventilation or extraction plant shall be installed until a report has been carried out by a competent acoustic consultant that assesses the likely noise impacts from the development of the *residential and/or commercial* ventilation/extraction plant, and mitigation measures for the development to reduce these noise impacts to acceptable levels, and has been submitted to and approved in writing by the Local Planning Authority.

The report shall include all calculations and baseline data, and be set out so that the Local Planning Authority can fully audit the report and critically analyse the content and recommendations.

b) The measures approved under this condition shall be implemented in their entirety prior to the commencement of the use/first occupation of the development and retained as such thereafter.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of neighbouring properties in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and Policy 7.15 of the London Plan 2016.

INFORMATIVES:

1. The costs of any associated works to public highway, including reinstatement works, will be borne by the applicants and may require the Applicant to enter into a 278 Agreement under the Highways Act 1980.
2. A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwgriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality.
3. Tree and shrub species selected for landscaping/replacement planting provide long term resilience to pest, diseases and climate change. The diverse range of species and variety will help prevent rapid spread of any disease. In addition to this, all trees, shrubs and herbaceous plants must adhere to basic bio-security measures to prevent accidental release of pest and diseases and must follow the guidelines below.

“An overarching recommendation is to follow *BS 8545: Trees: From Nursery to independence in the Landscape. Recommendations* and that in the interest of Bio-security, trees should not be imported directly from European suppliers and planted straight into the field, but spend a full growing season in a British nursery to ensure plant health and non-infection by foreign pests or disease. This is the appropriate measure to address the introduction of diseases such as Oak Processionary Moth and Chalara of Ash. All trees to be planted must have been held in quarantine.”

3. The Air Quality reports required under the Environment Act 1995 have highlighted that this area currently experiences or is likely to experience exceedances of Government set health-based air quality standards. A list of possible options for mitigating poor air quality is as follows: 1) Use of passive or active air conditioning; 2) Use of acoustic ventilators; 3) Altering lay out so habitable rooms are sited away from source of poor air quality; 4) Non

residential usage of lower floors; 5) Altering footprint by siting further away from source of poor air quality.

For developments that require an air quality report; the report should have regard to the air quality predictions and monitoring results from the most recent Review and Assessment report available from the LPA web site and Air Quality England. The report should be written in accordance with the following guidance : 1) Environmental Protection UK and IAQM Guidance: Land-Use Planning and Development Control: Planning for Air Quality, Jan 2017); 2) Environment Act 1995 Air Quality Regulations; 3) Local Air Quality Management Technical Guidance LAQM.TG(16); 4) London Councils Air Quality and Planning Guidance (2007); 5) Mayor of London's Supplementary Planning Guidance for Sustainable Design and Construction (2014); 6) Section 6.2 of the Technical Guidance Note D1 (Dispersion) 'Guidelines on Discharge Stack Heights for Polluting Emissions' 7) The control of dust and emissions from construction and demolition, Best Practice Guidance London Councils, 2006; 8) The Control of Dust and Emissions during construction and demolition supplementary planning guidance July 2014; 9) Air Quality Neutral Planning Support Update April 2014 and 10) Guidance on the assessment of dust from demolition and construction, Institute of Air Quality Management, January 2014

Please note that in addition to the above, consultants should refer to the most relevant and up to date guidance and codes of practice if not already listed in the above list.

4. In complying with the contaminated land condition parts 1 and 2, reference should be made at all stages to appropriate current guidance and codes of practice. This would include:
 - 1) The Environment Agency CLR & SR Guidance documents (including CLR11 'Model Procedures for the Management of Land Contamination');
 - 2) National Planning Policy Framework (2012) / National Planning Practice Guidance (2014);
 - 3) BS10175:2011 - Investigation of potentially contaminated sites - Code of Practice;
 - 4) Guidance for the safe development of housing on land affected by contamination, (2008) by NHBC, the EA and CIEH;
 - 5) CIRIA report C665 - Assessing risks posed by hazardous ground gases to buildings;
 - 6) CIRIA report C733 - Asbestos in soil and made ground: a guide to understanding and managing risks.

Please note that in addition to the above, consultants should refer to the most relevant and up to date guidance and codes of practice if not already listed in the above list.

5. The applicant is advised to engage a qualified acoustic consultant to advise on the scheme, including the specifications of any materials, construction, fittings and equipment necessary to achieve satisfactory internal noise levels in this location.

In addition to the noise control measures and details, the scheme needs to clearly set out the target noise levels for the habitable rooms, including for bedrooms at night, and the levels that the sound insulation scheme would achieve.

The Council's Sustainable Design and Construction Supplementary Planning Document requires that dwellings are designed and built to insulate against external noise so that the internal noise level in rooms does not exceed 30dB(A) expressed as an Leq between the hours of 11.00pm and 7.00am, nor 35dB(A) expressed as an Leq between the hours of 7.00am and 11.00pm (Guidelines for Community Noise, WHO). This needs to be considered in the context of room ventilation requirements.

The details of acoustic consultants can be obtained from the following contacts: a) Institute of Acoustics and b) Association of Noise Consultants.

The assessment and report on the noise impacts of a development should use methods of measurement, calculation, prediction and assessment of noise levels and impacts that comply with the following standards, where appropriate:

- 1) BS 7445(2003) Pt 1, BS7445 (1991) Pts 2 & 3 - Description and measurement of environmental noise;
- 2) BS 4142:2014 - Method for rating industrial noise affecting mixed residential and industrial areas;
- 3) BS 8223: 2014 - Guidance on sound insulation and noise reduction for buildings: code of practice;
- 4) Department of Transport: Calculation of road traffic noise (1988);
- 5) Department of Transport: Calculation of railway noise (1995);
- 6) National Planning Policy Framework (2012)/ National Planning Policy Guidance (2014).

6. The submitted Construction Method Statement shall include as a minimum details of:
 - Site hoarding
 - Wheel washing
 - Dust suppression methods and kit to be used
 - Site plan identifying location of site entrance, exit, wheel washing, hoarding, dust suppression, location of water supplies and location of nearest neighbouring receptors. Explain reasoning if not applicable.
 - Confirmation whether a mobile crusher will be used on site and if so, a copy of the permit and indented dates of operation.
 - Confirmation of the following: log book on site for complaints, work in accordance with British Standards BS 5228-1:2009+A1:2014 and best practicable means are employed; clear contact details on hoarding.
 - Standard construction site hours are 8am-6pm Monday - Friday, 8am-1pm Saturday and not at all on Sundays and Bank Holidays. Bonfires are not permitted on site.

For major developments only: provide a copy of an asbestos survey; For smaller developments -confirmation that an asbestos survey has been carried out.

For major developments only: confirmation that all Non Road Mobile Machinery (NRMM) comply with the Non Road Mobile Machinery (Emission of Gaseous and Particulate Pollutants) Regulations 1999.

The statement shall have regard to the most relevant and up to date guidance including: Guidance on the assessment of dust from demolition and construction, Institute of Air Quality Management, January 2014.

Please note that in addition to the above, consultants should refer to the most relevant and up to date guidance and codes of practice if not already listed in the above list.

7. The Community Infrastructure Levy (CIL) applies to all 'chargeable development'. This is defined as development of one or more additional units, and / or an increase to existing floor space of more than 100 sq m. Details of how the calculations work are provided in guidance documents on the Planning Portal at www.planningportal.gov.uk/cil.

The Mayor of London adopted a CIL charge on 1st April 2012 setting a rate of £35 per sq m on all forms of development in Barnet except for education and health developments which are exempt from this charge. Your planning application has been assessed at this time as liable for payment under Mayoral CIL.

The London Borough of Barnet adopted a CIL charge on 1st May 2013 setting a rate of £135 per sq m on residential and retail development in its area of authority. All other uses and ancillary car parking are exempt from this charge. Your planning application has been assessed at this time as liable for payment under Barnet CIL.

Liability for CIL will be recorded to the register of Local Land Charges as a legal charge upon your site payable should you commence development. Receipts of the Mayoral CIL charge are collected by the London Borough of Barnet on behalf of the Mayor of London; receipts are passed across to Transport for London to support Crossrail, London's highest infrastructure priority.

You will be sent a 'Liability Notice' that provides full details of the charge and to whom it has been apportioned for payment. If you wish to identify named parties other than the applicant for this permission as the liable party for paying this levy, please submit to the Council an 'Assumption of Liability' notice, which is also available from the Planning Portal website.

The Community Infrastructure Levy becomes payable upon commencement of development. You are required to submit a 'Notice of Commencement' to the Council's CIL Team prior to commencing on site, and failure to provide such information at the due date will incur both surcharges and penalty interest. There are various other charges and surcharges that may apply if you fail to meet other statutory requirements relating to CIL, such requirements will all

be set out in the Liability Notice you will receive. You may wish to seek professional planning advice to ensure that you comply fully with the requirements of CIL Regulations.

If you have a specific question or matter you need to discuss with the CIL team, or you fail to receive a 'Liability Notice' from the Council within 1 month of this grant of planning permission, please email us: cil@barnet.gov.uk.

Relief or Exemption from CIL

If social housing or charitable relief applies to your development or your development falls within one of the following categories then this may reduce the final amount you are required to pay; such relief must be applied for prior to commencement of development using the 'Claiming Exemption or Relief' form available from the Planning Portal website: www.planningportal.gov.uk/cil.

You can potentially apply for relief or exemption under the following categories:

1. Charity

If you are a charity, intend to use the development for social housing or feel that there are exception circumstances affecting your development, you may be eligible for a reduction (partial or entire) in this CIL Liability. Please see the documentation published by the Department for Communities and Local Government.

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6314/19021101.pdf

2. Residential Annexes or Extension

You can apply for exemption or relief to the collecting authority in accordance with Regulation 42(B) of Community Infrastructure Levy Regulations (2010), as amended before commencement of the chargeable development.

3. Self Build

Application can be made to the collecting authority provided you comply with the regulation as detailed in the legislation.gov.uk

Visit

<http://www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil> for further details on exemption and relief

1. Material Considerations

1.1 Key Relevant Planning Policy

Introduction

Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires that development proposals be determined in accordance with the development plan unless material considerations indicate otherwise. In this case, the development plan is The London Plan (published 2016) the Barnet Local Plan which comprises the Core Strategy and Development Management Policies DPD (adopted 2012); and the Mill Hill East Area Action Plan (adopted January 2009). These statutory

development plans are the main policy basis for the consideration of this planning application. A number of other planning documents, including national planning guidance and supplementary planning guidance and documents are also material to the determination of this application.

More detail on the policy framework relevant to the determination of this development and an appraisal of the proposal against the development plan policies of most relevance to the application is set out in the subsequent sections of this report dealing with specific policy and topic areas.

The officers have considered the development proposals very carefully against the relevant policy criteria and, for the reasons set out in this report, have concluded that the development will fulfil them to a satisfactory level, subject to the conditions (including reserved matters) and planning obligations recommended. The proposed development is considered to comply with the requirements of the development plan.

National Planning Policy Framework (February 2019)

The 2019 NPPF was adopted in February 2019 replacing the 2012 NPPF and includes minor clarifications to the revised version published in July 2018. The NPPF sets out the Government's planning policies for England and how these should be applied¹. It provides a framework within which locally-prepared plans for housing and other development can be produced.

The NPPF states that "good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people". The NPPF also states that the purpose of the planning system is to contribute to the achievement of sustainable development. The document includes a 'presumption in favour of sustainable development', unless any adverse impacts of a development would "significantly and demonstrably" outweigh the benefits.

The Mayor's London Plan 2016 (Jan 2017 fix)

The London Plan is the development plan in terms of strategic planning policy for the purposes of the Planning and Compulsory Purchase Act (2004). In March 2016, the Mayor published (i.e. adopted) the London Plan 2011 consolidated with: the further alterations to the London Plan published in March 2015, the Housing Standards Minor Alterations to the London Plan published in March 2016 and the Parking Standards Minor Alterations to the London Plan published in March 2016.

The London Plan policies most relevant to the determination of this application are as follows:

2.13 (Opportunity Areas and Intensification Areas), 3.3 (Increasing Housing Supply), 3.4 (Optimising housing potential), 3.5 (Quality and design of housing developments), 3.6 (Children and Young People's Play and Informal Recreation Facilities), 3.7 (Large Residential Development), 3.8 (Housing Choice), 3.9 (Mixed and balanced communities), 3.12 (Negotiating affordable housing on individual private residential and mixed use schemes), 5.2 (Minimising carbon dioxide

emissions), 5.3 (Sustainable design and construction), 5.7 (Renewable energy), 5.11 (Green roofs and development site environs), 5.12 (Flood risk management), 5.13 (Sustainable drainage), 5.14 (Water quality and wastewater infrastructure), 5.21 (Contaminated land), 6.3 (Assessing effects of development on transport capacity), 6.9 (Cycling), 6.10 (Walking), 6.13 (Parking), 7.1 (Building London's neighbourhoods and communities), 7.2 (An inclusive environment), 7.3 (Designing out crime), 7.4 (Local character), 7.5 (Public Realm), 7.6 (Architecture), 7.8 (Heritage Assets and Archaeology), 7.15 (Reducing noise and enhancing soundscapes), 7.19 (Biodiversity and Access to Nature), 7.21 (Trees and Woodlands).

Draft Replacement London Plan 2017

The Draft London Plan (DLP) published November 2017 sets out the Mayor's overarching strategic planning framework from 2019 up to 2041. When adopted this will replace the London Plan 2016.

The Inspector Panel Report following the Examination in Public was published in October 2019. The Inspector Panel was broadly supportive of the majority of the DLP, subject to several changes being made. The Mayor has subsequently declared in December 2019 it's 'intention to publish', accepting some but not all of the Inspector's recommendations. As not all of the Inspector's recommendations have been accepted. It is for the Secretary of State to decide whether the DLP can proceed to adoption.

Due to the advanced nature of the DLP increasing weight should be attached to those policies which the Inspector's report considered sound. Nevertheless the London Plan 2016 remains the statutory development plan until such stage as the replacement plan is adopted and as such applications should continue to be determined in accordance with the 2016 London Plan, while noting that account needs to be taken of emerging policies.

Core Strategy (Adoption version) 2012

Development Management Policies (Adoption version) 2012

Barnet's Local Plan is made up of a suite of documents including the Core Strategy and Development Management Policies Development Plan Documents (DPD).

Relevant Core Strategy Policies: CS NPPF (National Planning Policy Framework – Presumption in Favour of Sustainable Development), CS4 (Providing Quality Homes and Housing Choice in Barnet), CS5 (Protecting and Enhancing Barnet's Character to Create High Quality Places), CS7 (Enhancing and Protecting Barnet's Open Spaces), CS9 (Providing safe, effective and efficient travel), CS12 (Making Barnet a Safer Place), CS13 (Ensuring the Efficient Use of Natural Resources), CS14 (Dealing with Waste).

The Development Management Policies document provides the borough wide planning policies that implement the Core Strategy. These policies will be used for day-to-day decision making.

Relevant Development Management DPD Policies: DM01 (Protecting Barnet's Character and Amenity), DM02 (Development Standards), DM03 (Accessibility and Inclusive Design), DM04 (Environmental Considerations), DM06 (Barnet's Heritage and Conservation), DM08 (Ensuring a variety of sizes of new homes to meet housing Need), DM16 (Biodiversity), DM17 (Travel Impact and Parking Standards).

Mill Hill East Area Action Plan (AAP) 2009

The Mill Hill East Area Action Plan (AAP) was adopted by the Council in 2009 and forms part of Barnet's Local Plan containing policies relevant to the determination of planning applications in the area. The AAP forms a material consideration in the determination of Planning Applications in this area.

The relevant policies for the consideration of this application are: MHE2 (Housing), MHE6, MHE10 (Making the Right Connections), MHE12 (Sustainable Transport), MHE13 (Parking), MHE14 (Creating a Sustainable Development), MHE15 (Design), MHE16 (Delivering Design Quality), MHE17 (Conserving Built Heritage), MHE18 (Delivering the AAP).

1.2 Relevant Planning History and the Outline Planning Permission

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

The site was first highlighted as an area appropriate for redevelopment in the London Plan in 2004. This was primarily the result of Project MoDEL (Ministry of Defence Estates London) which involved the consolidation and sale of surplus MoD properties around London. The activities from Inglis Barracks were transferred to RAF Northolt and the base vacated in 2008. To support the redevelopment of the area the Mill Hill East Area Action Plan (AAP), focusing primarily on the former Inglis Barracks site, was produced. The aim of the APP was to ensure that development would take place in a balanced and coordinated manner. To achieve this the AAP set out a comprehensive framework to guide the delivery of housing covering employment, community facilities, infrastructure, transport initiatives and environmental protection and enhancement.

Policy MHE1 and MHE2 of the AAP identifies that 2,660 homes are to be provided at Mill Hill East, in addition to Policy MHE3 which requires employment space to support 500 jobs. This is to be achieved via a number of means including the designation of 1ha of land adjacent to Bittacy Hill Business Park for employment use.

Of particular significance is the approval of outline planning permission for residential-led mixed use development on part of the land covered by the current application. This was granted consent in September 2011, as part of the proposals approved under the application (ref: H/04017/09) for the comprehensive redevelopment of the wider site.

Also of relevance is the subsequent Reserved Matters application covering the adjacent Phase 6a site (ref: 15/03305/RMA), the adjoining Reserved Matters Approval for the Phase 6 site, the earlier drop in outline application for the development of this phase (15/06417/OUT) as well as the previous application for the development of this phase (18/6640/FUL) which was refused by members in June 2019.

Application Site

Application Reference	H/04017/09
Case Officer	Jo Dowling
Proposal	Outline application for the comprehensive redevelopment of the site for residential led mixed use development involving the demolition of all existing buildings (excluding the former officers mess) and ground re-profiling works, to provide 2,174 dwellings, a primary school, GP Surgery, 1,100sqm of 'High Street' (A1/2/3/4/5) uses, 3,470sqm of employment (B1) uses, a district energy centre (Sui Generis) and associated open space, means of access, car parking and infrastructure (with all matters reserved other than access). Full application for the change of use of former officers' mess to residential (C3) and health (D1) uses.
Stat Start Date	30/10/2009
Application Type	Outline Application
Decision	Granted
Decision Date	22/09/2011

Application Reference	15/06417/OUT
Case Officer	Andrew Dillon
Proposal	Outline planning application for up to 66 residential units, 700 sqm of B1 floorspace, 630 sqm energy centre (CHP) and associated car parking and landscaping.
Stat Start Date	10/10/2015
Application Type	Outline Application
Decision	Granted
Decision Date	13/05/2016

Application Reference	18/6640/FUL
Case Officer	Andrew Dillon
Proposal	Full Planning Permission for the erection of 2 linked buildings ranging from 5-6 storeys in height comprising 87 residential units (Use Class C3), 700 sqm (GIA) of employment space (Use Class B1), together with associated plant, car parking,

	cycle parking, refuse stores, servicing areas and associated hard and soft landscaping
Stat Start Date	7/11/2019
Application Type	Full Application
Decision	Refused
Decision Date	23/07/2019

Adjacent to the Application Site

Application Reference	15/03305/RMA
Case Officer	Andrew Dillon
Proposal	Reserved matters application seeking approval of appearance, landscaping, layout and scale for Phase 6a of the Mill Hill East development pursuant to Outline planning permission reference H/04017/09 dated 22/9/11, involving the erection of a three storey B1 light industrial building providing 2,935m ² of gross internal floor area together with associated access, car parking and landscaping together with details to discharge the requirements of: Condition 5 (Reserved matter details), 5b (Advanced infrastructure works), 26 (Access points), 27 (Details of estate roads), 30 (Existing adopted highway), 35 (Petrol/oil interceptors), 83 (Grey water/rainwater recycling) and 85 (Green/brown roofs).
Stat Start Date	29/05/2015
Application Type	Reserved Matters Application
Decision	Granted
Decision Date	24/09/2015

Application Reference	18/6352/RMA
Case Officer	Andrew Dillon
Proposal	Reserved matters application seeking approval of appearance, landscaping, layout and scale for Phase 6 of the Millbrook Park development pursuant to Outline planning permission reference H/04017/09 dated: 22/9/2011, involving the erection of 310 units in the form of 11 x 1 bedroom flats, 184 x 2 bedroom flats and 15 x 3 bedroom flats, the provision of 700 sq.m of Commercial Space, together with details to discharge the requirements of conditions 5, 8, 26, 27, 29, 32, 35, 48, 52, 70, 80, 83, and 85
Stat Start Date	06/11/2018
Application Type	Reserved Matters Application
Decision	Granted
Decision Date	13/03/2019

1.3 Consultation and Views Expressed

Public Consultation

Neighbours Consulted: 358

Replies: 239

Correspondence has been received from 239 members of the public of which 239 are in objection. Objections concern the following reasons:

Impact on Scout Camp

Camp site has been used for many years (since 1934) by beavers, cubs, explorers, rainbows, brownies, guides etc. The proposed development poses a fundamental risk to its continued use.

Proposed 6 storey building is built up to the boundary and will dominate and destroy rural setting of camp site.

Proposals do not address previous reason for refusal

Plans do not address objections to the previous scheme, namely too tall and overlooking of scout camp.

Proposals increase number of windows overlooking the camp.

No increase in units over the previous outline approval should be allowed.

The number of windows and balconies facing the camp site will result in significant overlooking of the field which is used for camping and games.

Proximity of proposed houses would prejudice the annual firework display which brings significant income to local groups

Safeguarding issues regarding having so many residential properties on the boundary with the scout camp, making it difficult to ensure secure boundary of site.

Future conflict between new proposed residential flats and noisy scout activities leading to potential ceasing of scouting activity.

Misleading plans showing trees further from the boundary than they are, and more trees going into the scout camp which don't exist

Impact upon boundary trees due to close proximity of development to the trees.

Highways

Highway danger due to extra traffic in Mill hill, particularly in relation to the scout camp

Highway congestion due to increase in residential units.

Barnet Borough District Scout Council

As Chair and on behalf of the Barnet Borough District Scout Council I write regarding the above Planning Application and wish to lodge our objections.

For the sake of clarity and for the avoidance of any doubt, Barnet Borough District Scout Council is the electoral body which supports Scouting in the District. It is the body to which the District Executive Committee is accountable and is elected by the members of Barnet Borough Scouts, in accordance with the requirements of the Charity Commission and of The Scout Association. Members of the Executive Committee must act collectively as **Charity Trustees of the Scout District**, and in the best interests of its members to:

Protect and maintain any property and equipment owned by and/or used by the District

Promote and support the development of Scouting in the local area and Manage and implement the **Safety Policy locally**.

This new application represents the developer's response to an earlier application (18/6640/FUL), which was refused on the grounds that the proposed development, by virtue of its excessive height, scale, massing and proximity to the boundary would represent an over development of the site resulting in a discordant and visually obtrusive form of development which would be detrimental to the amenities and future operations of the adjoining scout camp. The proposal would therefore be contrary to policy DM01 of the Barnet Local Plan Development Management Policies 2012.

We wish to object to the proposal, first on the basis that the proposed height of the two buildings comprising block JJ remains at 6 storeys and which are around 22m in height plus the PV units on the roof. This clearly fails to address point one of the grounds for refusal!

This proposal has moved the building line back about 8metres from our boundary but this makes no significant difference whatsoever to the perceived scale and massing, when viewed from our camp site.

It cannot be emphasised enough that we have a legal obligation in respect of Safeguarding – something that the Council is well engaged with and has had a relationship with us in respect of its implementation.

We take all aspects of Safeguarding extremely seriously and every adult involved in Scouting has to hold a valid Disclosure & Barring Service clearance. Frith Grange Camp Site hosts activities that involve children as young as 6 years, hosts a Special Needs facility for Vulnerable Young Adults and certainly during the summer months we regularly have, at any one time, several hundred young people on the site.

Concerns in respect of being overlooked by occupants of the new apartments and thus breaching the Safeguarding protocols were, to some extent eventually addressed by the developers in their previous (refused) application. We are therefore totally amazed and astounded that this new application is showing a total of 12 opening windows in the wall that faces directly toward our camping field! Ten of these windows have an unobstructed view! In addition, there are also unobstructed side view from 10 balconies overlook the camping site. When we discussed this with the Consultants working for Poly UK, the Project Manager claimed more than once that the views out of these windows on to our site were acceptable, as it was considered "Natural Surveillance"! Surely a gross mis-use of

the legal attribution designed to provide a safer environment in a PUBLIC SPACE – not in respect of a PRIVATE property.

To be overlooked and in plain view of any resident from these two tower blocks which will surround this green field site is totally unacceptable! It should be noted that two of our buildings are a dormitory and a large toilet block – these will be directly viewable by residents of the new properties and from those openable windows they will have the opportunity of watching the children 24/7 as they go about their tasks and play whilst camping in tents or sleeping out under the stars at night.

In the context of the concerns raised regarding Safeguarding, Security and Safety we would remind the Officers of the statement contained in the Council's Policy Plan DM01 and also referred to later in this submission, that "Development proposals should create safe & secure environments and reduce opportunities for crime and minimise the fear of crime."

We further object to the proposed Landscaping and Tree Planting scheme in as much as the portion that abuts our boundary is inappropriate and inadequate to provide any screening of the buildings, when viewed from our site. The scheme as described to us by the Project Manager during a meeting, is solely for the benefit of residents and not to screen their building from the camping site users. Indeed, the trees are not there to either prevent residents looking in to our site nor our users from viewing the flats. According to our advisers, the trees might survive but will be stunted and will certainly not thrive when planted in just 300mm of top soil over a sand bed on top of a concrete slab! With the amount of planting shown on the drawings (large bushes and trees), the roots will be so compacted and matted that the trees will fail to mature properly; the heights portrayed on the drawings are outrageously optimistic. The developers have so far failed to submit an Arboricultural Impact Assessment to demonstrate the impact of their excavations on the adjacent woodland and trees. It has been calculated that there will be significant, if not total loss of the Ash and Oak trees on our boundary, largely as a result of root destruction during the construction of the foundations for the 'green wall' and retaining wall to be built above the concrete basement car parking for Phase 6b and Phase 6. The loss of these trees will ensure that there is no visual protection or separation between us and the flats. The Applicant has failed to demonstrate how the loss of this tree belt will not occur and they stated in a meeting that they do not have any mitigation intention for such a loss. Furthermore, the developer's drawings are misleading and inaccurate; the plans showing the line of trees on our site are dimensionally incorrect, our measured topographical survey shows four or five of the trees in this line of trees to be within 300mm or closer to the boundary with the developer's site.

We have commissioned a detailed professional report in respect of the potential risk to and damage of our trees (around 22 in number) which are growing on/along the boundary line and which will be impacted by the proximity of the underground car

park and other the retaining structures to the developer's garden above their basement car park, which together with the foundation of the green wall will abut our boundary. The excavations required to build these permanent works will further intrude closer to our boundary and the draining and backfilling behind the permanent works may breach our boundary. Sketches of the proposed temporary works to enable the permanent works should, in this particular case, be included as part of the Planning Application

This Planning Application impinges upon and has devastating consequences for our premises. Frith Grange Camp Site is the Headquarters of Barnet Borough Scout District and has been in continual use by them (or their predecessors Finchley Boy Scout Association and Finchley & Golder Green Scout District) for a period of 85 years (lease granted 1934) and has a further 67 years of its current lease still to run. The Scout District currently has in excess of 2000 members, of which over 1600 are Youth members. The facilities at Frith Grange are in almost continual use throughout the year and provides the only facility of its type where outdoor Scouting in the entire Borough of Barnet can be implemented. Frith Grange is a heavily used site, popular with our 28 Scout Group and 4 Explorer Units and also attracts a large number of visitors from the UK and from overseas, especially in the summer period, when camping is at its peak. During this summer we again hosted 120 Scouts from Israel for 2 weeks – the largest single camping group we welcome and a great opportunity for us to foster International relations. Frith Grange's unique features for a site in London – open and airy, with no neighbours to worry about, unrestricted, safe & secure is all ABOUT TO BE RUINED BY OVERLOOKING FROM SIX STORIED BLOCKS OF FLATS and the site made far less enticing and attractive to use!

Paragraph 124 of the National Planning Policy Framework (2018) makes it clear that the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. It goes on to state that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process. The proposed scale and massing of development accepted on the outline planning application (i.e. 4 storeys) was presumably considered to represent good design and result in a scale of development broadly acceptable to neighbouring sites and communities. The 4-storey proposal was probably just about acceptable. The outline permission was clear about design expectations and set a clear and detailed context for future development. The height, mass and bulk of the proposed buildings is wholly and totally unacceptable, still does not represent good design and fundamentally does not meet the expectations and aspirations of good design as set out in the NPPF. Indeed, Paragraph 130 of this document specifically states that permission should be refused for development of poor design that fails to take the opportunities available for IMPROVING the character and quality of an area and the way it functions. Clearly this Application for Planning Approval, does not address the reasons given for the refusal of the first plan (18/6640/FUL). Attached are two

images which show the views to and from the windows of phase 6B overlooking the camp site.

This application is contrary to Policy DM01 of the Barnet Local Plan Development Management Policies 2012: In terms of DM01 we believe that clauses b, d, j and k are not satisfied.

- Clause b is not met because the scheme does not present high quality design that is based on an understanding of the local character of our camp site, and does not respect the scale, mass and height of the surroundings.
- Clause d is not met because the overlooking of our camp site does not contribute to its safeguarding and leaves it open to the fear of crime.
- Clause j is not met as the basement car parking is not well laid out, and the proximity of the buildings will detract from the existing wildlife habitat of our camp site.
- Clause k is not met as trees will be lost as a result of building up to the boundary. There is no acknowledgement of this impact and no mitigation proposed. This will also impact on ecology and is not considered within the supporting Ecology Report.

The height of the proposed development must be considered to directly conflict with Policy DM01 of the Local Plan, it would still create an unacceptable development in respect of mass, scale and height, would not afford adequate privacy and outlook for our campsite as an adjoining occupier and by virtue of the increased overlooking, would not create a safe or secure environment, increasing the potential for fear of crime and perception of crime. Natural Surveillance can not possibly be cited as an acceptable excuse for having windows or balconies overlooking the site.

The proposed development still represents overdevelopment of the site with the proposed unit numbers and the height will impact significantly on the amenities for us as adjoining neighbours, creating an unacceptable development, which is too dense and directly impacts upon our amenity through increased overlooking and a significant reduction in privacy.

It has been noted previously that since the first part of the Millbrook Park development and the school were open for business, the traffic flow along Frith Lane had increased considerably and could be described as being extremely busy indeed during the rush hours. In the last 12 months the amount of traffic has continued to increase and the road is now busy at all times. The evening rush hour coincides with the time our Scout Groups start to use the Frith Grange site! Advices by the developers that their road layout for Phase 6 & 6B will ensure that traffic does not use Frith Lane is inaccurate and misleading as well as being unenforceable! It can be guaranteed that as occupancy of Millbrook Park increases the traffic flow along Frith will also increase. The road is already a "rat run" to avoid Nether Street in particular. It is already dangerous for users of Frith Grange Camp Site to enter & exit the grounds when Frith Lane is busy – drivers are impatient when held up by our Members trying to turn in across the traffic, drive too fast to see what is happening on the brow of the hill and generally behave badly. To permit development of the Millbrook Park estate above the previously intended levels would be to place even

more vehicles on the road past our site and increase the potential of a very serious accident quite considerably.

Further, we wish to place on record the fact that we have legal advice in respect of the typical campsite activities that take place frequently and year around such as, fire lighting, cooking, camp fires, fund raising events, large gatherings, musical events & parties etc – all of which can be noisy, create smells (cooking) and can start as early as 6:00 a.m. and continue until late at night! Occupiers (and their successors) of the properties that may be built must be made aware of our existence, the breadth and extent of our activities and accept that they cannot initiate legal action of any type whatsoever to limit or prevent the continuance of our scouting activities. We would expect that these facts will be included in the Head Leases granted by the Freeholder, a partner in which is, we understand, the London Borough of Barnet.

We **strongly object** to the proposed development which clearly conflicts with policies of the NPPF, Barnet Local Plan and fails to address the reasons cited for the refusal of application 18/6640/FUL and would respectfully request that the application is refused.

Officer Comment

All comments have been taken into account in the determination of the planning application and are addressed in the officer report below. The issues in relation to the scout camp is discussed in greater detail below.

Elected Representatives.

None Received.

Residents Associations and Amenity Groups.

Mill Hill Preservation Society

SITE: Millbrook Park (Former Inglis Barracks) Mill Hill East NW7

PROPOSAL: Full Planning Permission for Phase 6B, associated with the Millbrook Park development, for the erection of 2 linked buildings 6 storeys in height comprising 82 residential units (Use Class C3), 615 sq m (GIA) of employment space (Use Class B1), together with associated plant, car parking, cycle parking, refuse stores, servicing areas and associated hard and soft landscaping

PLANNING REFERENCE: 19/5827/FUL

We have viewed this application on the LBB planning portal following a presentation by the development team at The Studio earlier this month. We appreciate that the time limit on the previous outline application has now expired and that this new application relates more in planning terms to application 18/6640/FUL registered in November 2018 and refused for the following reasons:

The proposed development, by virtue of its excessive height, scale, massing and proximity to the boundary would represent an over development of the site resulting in a discordant and visually obtrusive form of development which would be detrimental to the amenities and future operations of the

adjoining scout camp. The proposal would therefore be contrary to policy DM01 of the Barnet Local Plan Development Management Policies 2012.

From this description we have isolated the following items in order to evaluate the new scheme:

- a. Excessive height, scale and massing
- b. Proximity to the boundary
- c. Discordant and visually obtrusive form of development
- d. Detriment to the amenities and future operations of the adjoining scout camp
- e. Contrary to Policy DM01 of the Barnet Local Plan Development Management Policies 2012

a. Excessive height, scale and massing: In our opinion not much has changed in the new design to ameliorate the excessive scale of the development. The scheme design follows that of the adjoining phases and to a large extent the original design that was considered inappropriate.

The massing has changed slightly as block JJ3 has been brought back from the boundary by circa 8 metres. Whilst there is the loss of a few units, in our opinion the massing is still excessive. The most disappointing aspect is that of the height, which does not seem to have changed. The architect explained that the eaves line had been changed, but the overall building height is the same with the same number of floors; it remains higher than adjacent developments and will continue to dominate the neighbouring scout camp. We still find the proposal to be an overdevelopment of the site.

b. Proximity to the boundary: There is no discernible change in the position of block JJ1 in relation to the north boundary with the scout camp site. The above ground part of block JJ3 has been altered to be clear of the boundary, but at basement level the car park is still as large as before and close to the boundary. The Applicant has also failed to submit an Arboricultural Impact Assessment to demonstrate the impact of such excavation on the adjacent woodland and trees. We have examined the site on Google Maps to see the effects of this construction and we calculate that there will be significant, if not total loss of trees on the northern boundary with the scout camp, largely as a result of root destruction through the construction of the basement. The continued loss of these trees will ensure that there is no visual protection or separation distance between the scout camp and the residential properties. The Applicant has failed to demonstrate how the loss of this tree belt will not occur or how they will mitigate against its loss.

Part of this issue, we have been told, is that the basement area of phase 6B is providing car parking spaces for the adjacent phases to which it is now physically linked, otherwise the phase 6B basement need not be as large as shown. It therefore seems apparent that as the need to provide car parking for the adjacent development is fixed, that the scale of phase 6B should be reduced to reduce the parking demand created by the proposal, thus enabling the basement to be reduced in size.

The resultant impact on safety and child safeguarding is significant and must be considered in detail before any development is approved on this particular site.

c. Discordant and visually obtrusive form of development: The history of this site as part of the Millbrook Park development, and later as an approved outline

planning design, is of a scheme that blended in with the massing of the adjoining buildings and created a step change in design massing to allow a nod to the lower density site to the north. This current scheme exhibits buildings that are as large as most on Millbrook Park and taller than the adjacent approval site, without the subtlety of the overall massing stepping down to the surrounding properties. Given the massing is fundamentally unchanged and the height the same, the scheme is still discordant and visually obtrusive.

d. Detriment to the amenities and future operations of the adjoining scout camp:

We believe the amenity of the scout camp, in respect of the use of the site by young children in a country environment, is diminished due to the overlooking of the site and therefore operation of the scout camp is compromised. The windows and balconies in block JJ1 will overlook the site unless the visual screening by trees is perfect, and given the lack of evidence by the Applicant to demonstrate that there will be no harm to this retained tree belt, or that any impact will be adequately mitigated against, it can only be assumed that the entire block will directly overlook the scout camp to its detriment. The windows and balconies in block JJ3 also compromise the use and working of the scout camp site and our comments on block JJ1 apply here to JJ3 as well. Unless the height and massing of the entire development is reduced, the loss of the tree belt is guaranteed and there will always be significant detrimental impact on the future operation and amenity of the scout camp site.

We draw your attention to paragraph 91 and 92 of the NPPF which seek to promote and preserve healthy, inclusive and safe places that benefit the local community.

The extent of impact likely to result, as a consequence of this proposal, will undermine the safe and healthy environment created by this community facility, and is likely to undermine its long-term attractiveness and potential retention.

e. Contrary to Policy DM01 of the Barnet Local Plan Development Management Policies 2012: In terms of DM01 we believe that clauses b, d, j and k are not satisfied.

Clause b is not met because the scheme does not present high quality design that is based on an understanding of the local character of the adjoining scout site, and does not respect the scale, mass and height of the surroundings.

Clause d is not met because the overlooking of the scout site does not contribute to its safeguarding and leaves it open to the fear of crime.

Clause j is not met as the basement car parking is not well laid out, and the proximity of the buildings will detract from the existing wildlife habitat of the scout site.

Clause k is not met as trees will be lost as a result of building up to the boundary. There is no acknowledgement of this impact and no mitigation proposed. This will also impact on ecology and is not considered within the supporting Ecology Report.

For these reasons we request that you refuse planning permission for this overdeveloped site.

MHPS are of the opinion that the scheme needs to be significantly revised with further improvements in massing, with a reduction in height to elements alongside the scout camp site, a significant reduction in basement area to enable the retention of existing trees and to ensure adequate mitigation planting can also be incorporated.

We believe that the issue of child safeguarding on the scout camp site is a very important consideration and overlooking is part of this. If this means a further reduction in units so be it – it is more important to end up with a scheme that is right for the location. After all, the site will still be providing ‘windfall’ housing in the Borough.

Officer Comment

All comments have been taken into account in the determination of the planning application and are addressed in the officer report below. The issues in relation to the scout camp is discussed in greater detail below.

Internal /external and Other Consultations:

Metropolitan Police

Detailed design advice provided. No objection in principle raised subject to a secured by design condition being attached to the approval.

London Underground Infrastructure Protection

No Objections raised.

Transport for London

With regards to the above mentioned site, TfL offers the following comments:

- It is noted from the submitted TA that the applicant states that ‘*Parking for residents has been agreed at pre-application stage with LBB officers agreed at a ratio of 0.75 spaces per unit for Phase 6B and 0.85 for Phase 6 (the latter granted under separate reserved matters approval). The number of spaces provided within the Phase 6B boundary exceeds this level in order to supplement the limited space within the Block GG footprint, which would otherwise be underproviding. This allows the requisite number of spaces to be provided when taken across the two applications. In this way, 62 spaces of the 89 provided within the Block JJ lower ground floor boundary are allotted to Phase 6B and the remainder to Phase 6.*’ In light of this a Car Parking Design and Management Plan must be secured to ensure that parking allocation will be undertaken as described. In line with the Draft London Plan car parking standards, 20% of the spaces should be provided with electric vehicle charging points and passive provision for the rest, the applicant needs to increase passive provision to meet this standards, which shall also be secured by s106/ condition as well as set out within the Car Parking Design and Management Plan.
- For the commercial element, the current and Draft London Plan car parking standards do not prescribed visitor car parking, therefore this ground level visitor car parking should be removed from the proposal.
- A legal restriction for parking permit should be imposed to exclude future resident’s eligibility for local parking permits.

- It is currently understood from the TA that '*Cyclists will share the access route with cars accessing the car park, via the Phase 6 Block GG car park access*', TfL is concerned this would compromise safety of cyclists by sharing the same route as vehicular traffic, and therefore a separate mean of access to street should also be provided for cyclists between the Lower Ground Floor cycle storage and street.
- In line with the latest Draft London Plan cycle parking standards, it requires that each 1bed 2 person residential unit be provided with a ratio 1.5 cycle parking spaces, 2 spaces for all units with 2 beds or more, therefore, the proposal would requires at least 150 residential long stay cycle parking spaces for 29 1bed 2 person units and 53 units with 2 or more beds. The applicant must therefore improve the provision with high quality design adhering Chapter 8 of the London Cycle Design Standards (LCDS) and demonstrate in the plans the planning cycle storage would provide sufficient room to accommodate the spaces with at least 5% of them for wider/ adopted cycles.
- A Way-finding strategy should be provided for this part of the proposal to improve the site's legibility which promote the use of walking and cycling.
- All landscaping and public realm should be designed to high quality and meet the Mayor's Healthy Street and Vision Zero objectives.
- A Residential Travel Plan for the residential units and Work Place Travel Plan for the commercial units should be secured by the Council.
- A Delivery Servicing Plan (DSP) for the site should be secured condition.
- The submission, and implementation of a Construction Logistics Plan (CLP) produced in line with the current TfL guidance for CLP should be secured by condition.

As such, the applicant is required to address the issues raised above satisfactorily ensuring the amended proposal would be London Plan policy compliance.

Highways

No objections subject to conditions. Detailed comments incorporated into officer report.

Tree Officer

Detailed comments provided in relation to proposed planting and tree protection.

Scientific Services

No objections subject to conditions.

Officer Comment

All comments have been taken into account in the determination of the planning application and are addressed in the officer report below. The issues in relation to the scout camp is discussed in greater detail below.

1.4 Description of the Application Site

The application site referred to as Phase 6B forms part of a significant new residential settlement on the former Inglis Barracks site known as Millbrook Park. The site measures 0.42 ha and is located on in the south east corner of the Millbrook Park site. The site is bound to the north by the Frith Lane Scout Camp and an area of retained woodland, which is accessed from Frith Lane. This campsite and adjacent public woodland is designated green belt land; to the south by Bittacy Hill Business Park; to the east by Phase 6a (Barry M Cosmetics development); and to the west by the Phase 6 development which was recently granted reserved matters approval.

Vehicular access is directly from Frith Lane (existing), however the plans approved under the OPP allow for future vehicle access to be provided from the west (via the Millbrook Park site through Phase 6 via Inglis Way).

The site was formerly occupied by Barnet Council forming part of a waste transfer/recycling facility (use class: Sui Generis). This facility has subsequently closed and the site is in the process of being made available for development. Existing operations (and jobs) are to be relocated to a new facility.

The application site falls within the area covered by the Mill Hill East Area Action Plan. Where relevant the policies of this document are discussed in greater detail in subsequent sections of the report. Other key planning policy designations include the land on the southern part of the site which is identified as Green Belt. The site is located within Flood Risk Zone 1 and has a low risk or less than 1 in 1000 annual probability of river or sea flooding.

Outline Planning Permission was granted in September 2011 for the comprehensive redevelopment of 33.6ha of land at Mill Hill East for residential-led mixed use development (ref: H/04017/09). The planning permission was in 'hybrid' form and approves the following development:

- Outline Planning Permission for the demolition of all existing buildings (excluding the former Officer's Mess) and ground re-profiling works to provide 2,174 dwellings, a primary school, GP Surgery, 1,100 sqm of 'high street' (A1/2/3/4/5) uses, 3,470 sqm of employment (B1) uses, a district energy centre and associated open space, means of access, car parking and infrastructure (with all matters reserved for future determination except access).
- Full planning permission was granted for the change of use of the Officer's Mess building to residential (C3) and health (D1).

Under the proposals approved as part of the outline consent (reference H/04017/09) The application site falls within land identified as Phase 6b of the wider Millbrook Park site (plot CHP and the western part of plot EMP). The Outline Planning

Permission allowed for these plots to be developed for B1 (business) use and for an energy centre, at building heights of up to 4 storeys.

A subsequent drop in outline application was approved in February 2016 for the development of Phase 6b under planning reference 15/06417/OUT. This development provided for Outline planning application for up to 66 residential units, 700 sqm of B1 floorspace, 630 sqm energy centre (CHP) and associated car parking and landscaping. The approved building heights for this phase varied between 4 and 6 storeys. This permission was not implemented and has now lapsed.

Planning consent for the provision of the energy centre within the Millbrook Park plaza fronting Bittacy Hill was granted in 2016 under planning reference 16/4389/RMA. As such this energy centre does not need to be provided within this plot.

An application was submitted in November 2018 under planning application reference 18/6640/FUL for the following development.

'Full Planning Permission for the erection of 2 linked buildings ranging from 5-6 storeys in height comprising 87 residential units (Use Class C3), 700 sqm (GIA) of employment space (Use Class B1), together with associated plant, car parking, cycle parking, refuse stores, servicing areas and associated hard and soft landscaping'

The application was subsequently refused by Planning Committee in June 2019 (decision issued in July 2019) for the following reason:

'The proposed development, by virtue of its excessive height, scale, massing and proximity to the boundary would represent an over development of the site resulting in a discordant and visually obtrusive form of development which would be detrimental to the amenities and future operations of the adjoining scout camp. The proposal would therefore be contrary to policy DM01 of the Barnet Local Plan Development Management Policies 2012.'

1.5 Description of Proposed Development

In summary the application seeks full planning permission for the following development.

'Erection of 2 linked buildings 6 storeys in height comprising 82 residential units (Use Class C3), 615sqm (GIA) of employment space (Use Class B1), together with associated plant, car parking, cycle parking, refuse stores, servicing areas and associated hard and soft landscaping.'

1.6 Main Changes from previous scheme (18/6640/FUL)

The current application involves the following changes from the previously refused scheme 18/6640/FUL:

- Reduction of 5 residential units (1 x 1 bedroom flat and 4 x 2 bedroom flats) from 87 units to 82 units;

- Reduction of 85 sqm of commercial (Use Class B1) floorspace, from 700 sqm to up to 615 sqm to respond to market demand and improve fire fighting access and residential lobby arrangement;
- Altered layout and massing to increase the distance to the northern boundary with the Scout Camp boundary from 2.3m to 8.3 – 9.8m;
- Reduction of building footprint from 1,803 sqm to 1,664 sqm;
- Reduction of residential parking spaces from 65 spaces to 62 spaces, and an increase of on street employment parking from 4 spaces to 6 spaces; and
- Reduction of cycle parking spaces from 144 spaces to 135 spaces, with the reduction of on street commercial cycle spaces from 3 spaces to 2 spaces.

1.7 Procedural Considerations

The proposed development is not in accordance with the outline consent in terms of land uses and development parameters and therefore cannot be taken forward pursuant to the original outline consent or in accordance with the earlier drop in outline application for this phase (19/0859/OUT). Therefore, the appropriate procedure is to apply for a new standalone 'drop-in' planning permission. The principle of such an application is considered acceptable and appropriate in procedural terms.

However, whilst this application is independent of the outline planning permission (ref: H/04017/09) consideration must be given to this application in context of the outline planning permission of the outline permission adjoining the development site.

2. Planning Appraisal

2.1 Principle of Development

The principle of the development of this site has already been established under the previous planning approvals H/04017/09 and 15/06417/OUT, as such the basic principle of development is considered acceptable.

Proposed Residential Use

Site Suitability, Availability and Viability

There are no obvious infrastructure capacity constraints or physical constraints to development. Key development management issues include the relationship with the adjacent Green Belt (including the Scout camp) and the need to ensure a satisfactory level of residential amenity for future occupiers (bearing in mind the adjacent industrial uses and the Scout camp).

Policy 3.3 of the London Plan recognises the pressing need for more homes in London and seeks to increase housing supply to in order to promote opportunity and provide real choice for all Londoners in ways that meet their needs at a price they can afford. Barnet Local Plan documents also recognise the need to increase housing supply. Policies CS1 and CS3 of the Barnet Core Strategy expect developments proposing new housing to protect and enhance the character and quality of the area and to optimise housing density to reflect local context, public transport accessibility and the provision of social infrastructure.

Policy CS3 'Distribution of growth in meeting housing aspirations' identifies Mill Hill East as one of the three main areas (the other two being Brent Cross and Colindale) for providing the bulk of the housing requires for the borough, as part of a borough wide requirement for 28000 additional homes over a 15 year time period.. It is noted that this housing target was subsequently revised upwards in the Further Alterations to the London Plan in 2014 to an annual target of 2349 over a ten year period.

The draft new London Plan (December 2017) will when adopted replace the existing London Plan 2016. The new London Plan sets out mayoral policies for the period 2019-2041, with housing targets set only for the first ten years of the Plan. The revised housing target for Barnet is to provide a revised "minimum" Borough Housing target of 31,340 homes, on an Annual Monitoring Target of 3,134 homes. The target date ends in 2029.

Accordingly, the principle of exceeding the quantity of residential dwellings at Mill Hill East through the mixed-use residential development of this site is acceptable in planning terms subject to the detailed consideration below.

2.2 Amount of Development

Residential Amount (Density) and Mix

As part of a mixed use development, this planning application seeks planning permission for up to 82 new units (in comparison to 87 units in the earlier refused scheme and 66 units in the earlier drop in application), comprising a mix of 29 x 1-bed, 49 x 2-bed and 4 x 3 bed units. The proposed mix is considered to make efficient use of the site and is appropriate for the location (south of the wider Millbrook Park site) in close proximity to Mill Hill East London Underground station.

In terms of density the proposal results in a density of approximately 524 habitable rooms per hectare.

Housing Mix

The proposed development proposes a mix of 1, 2 and 3 bed units. While the proposal does not strictly comply with Policy CS4 and DM08, which identifies 4 beds as the highest priority and 3 beds as a medium priority the application represents an improvement over the previous drop in outline application which proposed only 1 and 2 bed units, while the current scheme also proposes four 3 bedroom units. The previously refused scheme also proposed four 3 bedroom units, and no objections were raised in the reason for refusal in relation to the proposed housing mix.

Account needs to be taken of the wider Outline Planning Permission for Millbrook Park Site. This consent envisages the provision of 240 three bed units, 239 four bed units and 38 five bed units. The layout of the development maximises the provision of the majority of houses and hence larger units within the northern part of the site, with an increase in density and linked decrease in habitable rooms numbers towards the southern part of the site including the station. In this context the balance of accommodation provided in this site is considered acceptable.

Affordable Housing

The scheme proposes 33% affordable housing by unit and 36% by habitable room on the basis of a 52% affordable rented and 48% intermediate split by unit (58% socially rented and 52% intermediate by habitable room). A full breakdown of the proposed housing mix is outlined in the table below.

	Private	Intermediate	Rent	Total
1 bed flat	23	6		29
2 bed flat	32	7	10	49
3 bed flats	0	0	4	4
Total	54	13	14	82

In comparison with the previous outline approval, in quantitative terms, the proposal represents an uplift of 1 unit but a decrease in the approved percentage, however this scheme did not include any three bedroom units and as such the proposals represent a qualitative improvement over this previous scheme.

In comparison to the previously refused scheme, the application represents a increase of 1 private unit and a decrease of 6 affordable units. A full comparison is set out below.

Table 6.2 – Refused Housing Amount and Mix

	Private	Intermediate	Social Rent	Total
1 bed flat	21 (24%) +2	6 (7%) -	3 (4%) -3	30 (34%) -1
2 bed flat	33 (38%) -1	11 (13%) -4	9 (10%) +1	53 (61%) -4
3 bed flat	0 (0%) -	0 (0%) -	4 (4%) -	4 (5%) -
Total	54 (62%) +1	17 (20%) -4	16 (18%) -2	87 (100%) -5

It is noted however that this previous scheme was refused and as such can not be used for benchmarking purposes. The finances of the scheme have changed to the reduction in the number of units forming part of the development and given that this is not a buildable scheme (except in the event of an appeal being granted), the affordable housing needs to be considered on its own individual merits.

In this regard it is noted that the scheme complies with the mayoral target of 35% affordable housing by habitable room along with emerging local plan policy as set out in the replacement Local Plan (although currently of limited weight), the scheme maintains the quantity of larger socially rented units and is considered acceptable providing an appropriate quantity of affordable housing.

Employment

The application proposes 615 sq.m of employment space, which represents a 85 sq.m reduction on both the previous outline approval for the phase (Planning reference 15/06417/OUT) and the previously refused scheme (planning reference 18/6640/FUL).

The predominate reason for the reduction in floorspace is the reduction in the portion of the development containing the employment space in order to improve the relationship with the scout camp. Nevertheless the employment space still represents additionality over and above the original outline approval. The employment floorspace will result in direct/indirect job creation which is supported by the strategic policies of the NPPF, Barnet Core Strategy and MHE AAP.

2.3 Scale

Whilst regard should be had to the outline planning permission, and the previous drop in outline approval as a material consideration, as a standalone application, the scale is not controlled by the parameters set by the outline planning permission or the previous drop in application on the site.

It is noted that the parameter plans approved by the outline planning permission permitted development up to 3-4 storeys (12-15m) in height across Plots EMP and CHP. The remainder of Plot EMP which falls under Phase 6a to the east allows development up to 3 storeys (15m noting its commercial nature). The adjacent Phase 6a Reserved Matters planning permission permitted 3 commercial storeys of 13m in height along the front of the building, with a setback stacking area increasing to 15m in height. The reserved matters approval for Phase 6 (located adjacent to

the application site to the west allowed for development up to 6 storeys in height (20m).

The drop in outline approval, approved in 2016, allowed for a split development of 6 storeys along the rear of the plot and a 4 storey building adjacent to the scout camp boundary.

The previously refused scheme proposed two linked buildings of six storeys in height located approximately 2.4m from the boundary of the scout camp at the closest point (as submitted the scheme extended to the boundary).

The scale and massing of the current have been altered following the refusal of the previous scheme to respond to the reasons for refusal. As a result of this the building footprint has been reduced from 1,803 sqm to 1,664 sqm. The reduction in the building footprint has allowed the building line to be pulled back from the northern boundary away from the Scout Camp. The distance between the building and this boundary has been increased from 2.354m to 8.3-9.8m, which is further than the distance previously approved and the distance for the approved Phase 6 scheme, which is 1.370m from the Scout Camp boundary.

The relationship of the proposed development to the scout camp is discussed in greater detail below, nevertheless in townscape terms the relationship is considered acceptable due to the difference in height between the plots (the application site is effectively a storey lower) and the design amendments which have been made to the scheme pulling the scheme back from the boundary, and the introduction of a wider landscaped area adjoining the scout camp allowing additional screening to be planted on the application side of the boundary.

In relation to other portions of the site, the proposed scale matches that of the adjoining development within Phase 6 and accords with the general character of the 'southern hub' portion of the wider Millbrook Park development and it is considered that the scale proposed under this development is appropriate in this context.

2.4 Layout

The siting and plan form of the buildings ensures that there is good demarcation between the public and semi-private realm and a strong frontage to the proposed vehicular and pedestrian access street, to the south of the plot.

In terms of pedestrian and vehicle access, pedestrians and cycles will access the site from the South East (Frith Lane), North West (Short Street) and the South West (from Millbrook Plaza). Trips from to and from the South East are likely to be limited, with the majority of routes coming to and from Mill Hill East Station and the retail offer to the west within Millbrook Plaza.

Vehicle Access

For residents, vehicular access to the site will be from the west, through Phase 6, with access to the basement to the south of Block GG. Vehicular access for the employment spaces will be from the east along Frith Lane to the south of Barry M. The access route to the south of Phase 6 will be one way once users have crossed into

the site boundary, and as a result will leave the site through Phase 6. There will be no access to the employment unit from the west.

The existing belt of mature trees along the north boundary will be preserved and reinforced on the application side of the boundary to maintain privacy to the north. This is discussed further below.

2.5 Appearance

The National Planning Policy Framework 2012 makes it clear that good design is indivisible from good planning and a key element in achieving sustainable development. This document states that permission should be refused for development which is of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.

The National Planning Policy Framework (published 2012) makes it clear that good design is indivisible from good planning and a key element in achieving sustainable development. This document states that permission should be refused for development which is of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions. It identifies that good design involves integrating development into the natural, built and historic environment and also points out that although visual appearance and the architecture of buildings are important factors; securing high quality design goes beyond aesthetic considerations.

The London Plan also contains a number of relevant policies on character, design and landscaping. Policy 7.1 of the London Plan further emphasises the need for a good quality environment, with the design of new buildings supporting character and legibility of a neighbourhood. Policy 7.4 of the London Plan states that buildings, streets and open spaces should provide a high quality design response that has regard to the pattern and grain of the existing spaces and streets in orientation, scale, proportion and mass; contributes to a positive relationship between the urban structure and natural landscape features, including the underlying landform and topography of an area; is human in scale, ensuring buildings create a positive relationship with street level activity and people feel comfortable with their surroundings; allows existing buildings and structures that make a positive contribution to the character of a place to influence the future character of the area; and is informed by the surrounding historic environment. Architectural design criteria are set out at Policy 7.6.

Policy CS5 of Barnet Council's policy framework seeks to ensure that all development in Barnet respects local context and distinctive local character, creating places and buildings of high quality design. In this regard Policy CS5 is clear in mandating that new development should improve the quality of buildings, landscaping and the street environment and in turn enhance the experience of Barnet for residents, workers and visitors alike. Policy DM01 also requires that all developments should seek to ensure a high standard of urban and architectural design for all new development and high-quality design, demonstrating high levels of environmental awareness of their location by way of character, scale, mass, height and pattern of surrounding buildings, spaces and streets. Proposals should preserve or enhance local character and respect the

appearance. Policy DM03 seeks to create a positive and inclusive environment that also encourages high quality distinctive developments.

Scale, massing and detailed design

The current application proposes two blocks of six storeys in height connected by a single storey link building. The buildings form an open courtyard to the north-west corner of the site enclosed by the private and shared ownership ground floor units. The building position has been arranged to allow light and views to pass through the site from the south providing daylight for the internal courtyard and fenestration as well as the scout camp to the north.

The roof form of the two main buildings has been simplified over the previous scheme with a singular parallel ridge being provided north to south through the two main blocks providing a more satisfactory visual appearance to the previous refused scheme. The balcony and fenestration pattern has also been simplified from the previous scheme appearing more harmonious in visual appearance.

In relation to other portions of the site, the proposed scale matches that of the adjoining development within Phase 6 and accords with the general character of the 'southern hub' portion of the wider Millbrook Park development and it is considered that the scale proposed under this development is appropriate in this context.

In relation to materials the application proposes the same material palette as approved on the adjoining Phase 6 development, consisting of a simple material palette consisting of red stock bricks, standing seam roofs, semi solid metal balconies and recessed timber windows. While the final details will be secured by condition the overall material approach is considered acceptable, in keeping with the character of Millbrook Park, while providing suitable variety between phases.

Conclusion for External Appearance

Overall, the proposal successfully incorporates various architectural elements within a coherent design and is considered acceptable in principle resulting in a high-quality development in accordance with Policies CS5 and DM01.

2.6 Amenities of Future Occupants

Development plan policy requires that new dwellings are provided with adequate outlook.

The layout proposed for Phase 6 avoids any single aspect north facing units through orientating the development on an east-west axis. The majority of units in all blocks are dual aspect, with single aspect units limited where possible. All apartments were designed with generous floor to ceiling windows in order to maximise the amount of light entering rooms. The only exception to this are the bedroom windows on the flank facing the scout camp, in this location, the openings provided in the north-facing bedrooms are raised-sill windows (+0.825 above FFL), in order to minimize the visual connection with the adjacent Scout Camp.

In comparison the previous refused scheme proposed angled louvres facing the scout camp, however these were significantly closer to the boundary than the current scheme and were also not ideal from a living quality perspective.

Privacy

The layout of the development has been designed to ensure the protection of residential privacy and the avoidance of overlooking between units, with good separation between elevations and use of level changes and landscaping. through staggered window placement and utilising level changes and landscaping to maximise privacy and to ensure an appropriate level of privacy for new residential units.

Dwelling size

Table 3.3 in the London Plan provides a minimum gross internal floor area for different types of dwelling. The Mayor's Housing SPG November 2012 includes a wider ranging Minimum Floorspace Table based upon the same standards.

All of the units proposed would have a gross internal floor area which would exceed the requirements of the London Plan for a dwelling of that type. The proposal is therefore considered to be acceptable in this regard.

Amenity space

The Council's adopted Supplementary Planning Document entitled Residential Design Guidance as well as the Millbrook Park Design Code requires the provision of 5 sq.m of amenity space for each habitable room for flats, and between 40 and 85 sq.m for houses depending on the number of habitable rooms.

Every dwelling has access to some form of private amenity space in the form of balconies with access to the shared communal gardens proposed in the centre of the blocks. All of the proposed units meet or exceed the minimum standards outlined in the as stated and the proposal is acceptable on grounds of private and communal amenity space provision.

2.7 Impacts on amenities of neighbouring and surrounding occupiers and users

Properties on Frith Lane

The closest properties are located either 400m to the north or 137m to the south on the opposite side of the railway track, due to this distance separation it is not considered that the proposal would adversely affect the amenities of neighbouring residents in these locations.

Phase 6

Reserved Matters approval has been granted for the development of Phase 6 under planning reference 18/6352/RMA. This phase is being developed by the same developer and the plans have been designed to ensure a satisfactory interface

between the two phases. As such is not considered that the proposal would adversely affect future occupiers of this phase.

Phase 6a

Reserved Matters planning permission for Phase 6a has been granted to allow Barry M Cosmetics future relocation to new premises. As part of the determination of that planning permission, Barry M Cosmetics hours of operation were identified as Monday to Friday 9 – 5, which would not conflict with the proposed employment or residential uses.

Bittacy Hill Business Park

Other commercial uses, including the current site used by Barry M are located immediately to the south of the site, due to the nature of the use of these buildings which is in part similar to that proposed under this planning application. Therefore, it is not considered that the proposal would adversely impact upon the occupiers of these premises.

Scout Camp

The main sensitive adjoining use is the scout camp to the north of the application site. In relation to the interface with the development and the scout camp, the development of this phase directly adjoins the scout camp to the north, in particular the main central field located to the south of the existing accommodation and toilet blocks. Substantial levels of public comments have been received in regards to the proposed buildings and the scout camp and the potential impact on the future operation of the scout camp as a result of introducing noise sensitive uses (i.e. residential) in close proximity to a field used for camping.

In planning policy terms there are no specific standards or requirements in relation to residential uses and scout camps in relation to issues such as overlooking. Notwithstanding this the Council acknowledges the importance of this facility in providing leisure opportunities to the growing young population within the borough including from the Millbrook Park development.

The basic principle of development on this portion of the development has been established under the previous outline planning approvals, however the previous planning application was refused planning permission for the following reason:

'The proposed development, by virtue of its excessive height, scale, massing and proximity to the boundary would represent an over development of the site resulting in a discordant and visually obtrusive form of development which would be detrimental to the amenities and future operations of the adjoining scout camp. The proposal would therefore be contrary to policy DM01 of the Barnet Local Plan Development Management Policies 2012.'

The current application has sought to address the previous reason for refusal by making several design changes to the proposal.

- Altered layout and massing to increase the distance to the northern boundary with the Scout Camp boundary from 2.3m to 8.3 – 9.8m;

- Reduction of building footprint from 1,803 sqm to 1,664 sqm;

The increase in the separation distance from the scout camp is welcomed reducing the massing of the proposal on the scout land. Account also needs to be taken of the change in levels between the two sites, with the application site being located a minimum of 1.5m below the height of the scout land. Additionally a 1.8m living fence is proposed along the top of the retaining wall, effectively preventing any direct overlooking from ground floor level. While it is acknowledged that the building will still be visible and the scout camp will be visible from the proposed properties, the relationship (with 8.3-9.8m separation as opposed to 2.3m is now more similar to the relationship which would exist between a dwelling house and a neighbouring residential property and is considered to represent a significant improvement over the previously refused scheme.

Another significant change from the previous refused scheme concerns the proposed landscaping. Under the previous scheme a financial contribution of £45,164.00 was secured to provide additional screening on the scout side of the common boundary. This contribution attracted criticism on the grounds that any planting would impinge upon the area of field used by the scouts for various activities including camping.

The current scheme does not propose any off site planting, rather it is proposed to utilise the new 8.3m wide landscape area to provide additional planting, which previously would have been provided on the scout side of the boundary. While the landscaping will be over the proposed basement car park deck. The applicant has provided the following additional clarification.

‘The proposed scheme includes an irrigation system that will prevent drought stress. Furthermore, with regards to the growing medium and subsoil, we are providing approx. 240sq metres of soft landscape area where the trees can grow with an average depth of approximately 800mm. This amounts to 96 cubic metres topsoil plus a further 96 cubic metres of subsoil.

There are 8 semi-mature trees proposed for the area between the building and the Scout Camp Boundary which allows for 12 cubic metres of topsoil per tree, in addition to 12 cubic metres of subsoil per tree. Therefore, when coupled with the irrigation system there is ample growing medium to ensure the trees will thrive and achieve their optimum growth. ‘

Advice from the Council’s arboricultural officer is that this growing medium should be sufficient to provide long term growing medium for the proposed planting. The Council’s tree officer has also suggested conditions regarding protecting the (scout) trees on the boundary of the site and requiring approval of any pruning works.

Overall it is considered that the proposal would represent a satisfactory relationship with the adjoining scout land, representing a marked improvement over the previously refused scheme.

2.8 Transport, parking and highways matters

Access

Pedestrians and cycles will access the site from the South East (Frith Lane), North West (Short Street) and the South West (from Millbrook Plaza). Trips from to and from the South East are likely to be limited, with the majority of routes coming to and from Mill Hill East Station and the retail offer to the west within Millbrook Plaza.

For residents, vehicular access to the site will be from the west, through Phase 6, with access to the basement to the south of Block GG. Vehicular access for the employment spaces will be from the east along Frith Lane to the south of Barry M. The access route to the south of Phase 6 will be one way once users have crossed into the site boundary, and as a result will leave the site through Phase 6. There will be no access to the employment unit from the west.

Parking provision:

Parking for the residential portion of the development is provided in the form of a basement underground car park. The basement for Phase 6B proposes to provide 89 spaces. This will provide 62 parking spaces at a ratio of 0.75 spaces per unit for the Phase 6B development, as per Draft London Plan Policy. The surplus of 27 spaces within this basement enables Phase 6 to provide a car parking ratio of 0.85 spaces per unit.

At street level, four parking spaces, accessed from Frith Lane, are provided for Phase 6B for employment use and servicing.

This level of car parking is considered acceptable in this instance due to the location of the site in close proximity to Mill Hill East Station.

Trip Generation:

The addition of these residential units and the intensification of commercial land use will result in an additional 22 AM Peak Hour trips and 17 additional PM Peak Hour trips. The net additional trips to the consented scheme equate to 8 AM Peak Hour trips and 4 PM Peak Hour increase in traffic flows on roads in the immediate vicinity of the site. Therefore the proposed intensification is unlikely to have any significant detrimental impact on the surrounding highway network.

Sustainable Travel

The application supporting documents advise that electrical charging will be provided in the form 20% Active and 20% Passive ECVPs in accordance with adopted London Plan Parking Standards. 10% of the parking spaces (9 spaces) will be provided for disabled users. This is considered acceptable in accordance with adopted Policy Requirements.

The site is also located a short distance from Mill Hill East Underground Station 250m and local bus services running along Bittacy Hill and Frith Lane and as such is accessible by means other than private motor vehicle.

Cycle parking Provision:

Cycle parking will be provided in accordance with adopted (2016) London Plan cycle parking requirements with 135 long-stay spaces provided for residents in secure cycle stores on-plot, either at ground floor or basement levels. Office units will be required to provide cycle parking for staff within their demise as part of their tenant fit out, in accordance with London Plan requirements as a minimum (five spaces). Additionally, five short-stay (visitor) spaces provided at ground floor as part of the public realm proposals.

Travel plan:

The submitted transport statement advises that the residential and commercial elements of the scheme will connect to and feed into the relevant residential and commercial travel plans developed pursuant to the Outline Planning Permission.

While this approach is supported, as this is a stand alone application, it is necessary to reattach conditions requiring the applicant to resubmit a residential and commercial travel plan for the Council's Approval. It is anticipated that the submitted travel plans will confirm that the scheme will operate in conjunction with the Travel Plans for the wider Millbrook Park Site.

Construction Management Plan (CMP):

A Construction Management Plan (CMP) will need to be submitted as condition.

Delivery and Servicing Plan (DSP):

A Delivery and Servicing Plan has been submitted with this application. This sets out the number of trips and types of vehicles being used to service the site. The plan describes routes accessible for smaller and larger vehicles to the site and on-street loading areas. For deliveries a concierge services is provided for residents for small parcels and should be pre-arranged.

Waste Management Strategy:

A Waste Management Strategy has been submitted with this application. Waste storage rooms are provided at the ground floor. The drag distance is 10-12 metres to the collection point and slightly over the 10 metres limit set out in LBB guidelines. This would seem to be acceptable following confirmation by the Waste Dept. The waste storage room at Core JJ3 is beyond the drag distance and the site management team will assist with moving bins to a collection point.

Street lighting

The provision of adequate and well designed lighting will influence potential criminal behaviour and should help to reduce the risk of crime and fear of crime for those people living and visiting within this latest phase of the Mill Hill East development. A condition is suggested requiring the provision of a detailed lighting plan including lux lines prior to the commencement of development for this phase. Similar Conditions were attached in relation to other phases of development within the Millbrook Park Development.

2.9 Landscaping/Trees

The application site is currently cleared and contains no trees or other soft landscaping. However a line of mature Ash trees is located immediately to the north on the adjoining scout camp.

The proposed buildings are set away from the boundary with the Scout camp by 8m and 15m. This is an improvement from the previous submission where the proposal was initially proposed up to the boundary of the site, before being amended to a position 2m from the common boundary. However the submitted plans appear to suggest that the proposed basement has been positioned closer (1.2m to 3m) to the boundary compared with the previous application 18/6640/FUL.

The main potential issues with this concern, firstly any impact upon the trees located in the adjoining scout camp and secondly, the ability of the soil above the basement deck to support the proposed landscaping.

The applicant has provided further justification in relation to these two issues which has been assessed by the Council's Arboricultural Officer.

In relation to the first point the applicant has advised that the proposed basement will not be any closer (1.2m increasing to 3.54m to the east of the site) than the previous refused scheme and that tree roots have already been severed 1m from the boundary pursuant to earlier advanced infrastructure consents and therefore should not adversely affect retained trees on the scout camp providing that suitable tree protection measures are put in place.

'The proposed scheme includes an irrigation system that will prevent drought stress. Furthermore, with regards to the growing medium and subsoil, we are providing approx. 240sq metres of soft landscape area where the trees can grow with an average depth of approximately 800mm. This amounts to 96 cubic metres topsoil plus a further 96 cubic metres of subsoil.

There are 8 semi-mature trees proposed for the area between the building and the Scout Camp Boundary which allows for 12 cubic metres of topsoil per tree, in addition to 12 cubic metres of subsoil per tree. Therefore, when coupled with the irrigation system there is ample growing medium to ensure the trees will thrive and achieve their optimum growth. '

Advice from the Council's arboricultural officer is that this growing medium should be sufficient to provide long term growing medium for the proposed planting. The Council's tree officer has also suggested conditions regarding protecting the (scout) trees on the boundary of the site and requiring approval of any pruning works. The final details of the proposed landscaping will also be secured by condition.

2.10 Environmental Issues (Air Quality and Noise and Energy)

Air Quality

The application is accompanied by an air quality assessment. The assessment identifies that the main potential impact concerns the proposed energy centre which

is required under the parameters of the Outline Planning Consent. Following comments received from the Council's Environmental Health Officer, conditions are attached requiring the achievement of air quality neutral targets.

Noise

The application is accompanied by a noise assessment which demonstrates that the development would not result in any significant increase in traffic noise levels when measured from adjoining residential properties. The application proposes various measures to ensure that the internal ambient noise levels are at an appropriate level including through the use of wall ventilation rather than trickle vents and through restrictions on plant noise. All of these matters are also covered by condition as detailed measures will be a matter for a future reserved matters application.

Energy

A low-carbon strategy has been implemented across the development. Through the application of the energy hierarchy the development as a whole achieves a carbon dioxide emissions reduction of 73% on site against Part L 2013. This is a significant reduction and exceeds the 35% on-site requirement. A further one off carbon off-set payment of £39,531 is proposed in order to achieve the Zero Carbon Homes target.

A BREEAM (2018) pre-assessment which accompanies the application identifies the proposed B1 element of the development can achieve the required "Very Good" rating which is a requirement of the Barnet Borough's local plan.

2.11 Planning Obligations and CIL

S106

As the application includes the provision of affordable housing it is necessary for the applicant to enter into a S106 agreement covering the cost of preparing the agreement and in order to ensure the delivery of the following affordable housing units and the secured off site contribution for tree planting as well as carbon offset payments.

Affordable Rented

10 x 2 bed flats

4 x 3 bed flats

Intermediate Housing

6 x 1 bed flats

7 x 2 bed flats

Carbon offset payments of £39,531

As the application will sit alongside the wider consent for the remainder of Millbrook Park, no additional monitoring fees are required as it is considered that the payments in connection with this agreement are sufficient for on-going monitoring costs.

Barnet Community Infrastructure Levy

The Community Infrastructure Levy (CIL) potentially applies to all 'chargeable development'. This is defined as development of one or more additional units or

development seeking an increase to existing floor space greater than 100 square metres.

Barnet Council is a charging authority for the purposes of Part 11 of the Planning Act 2008 and may therefore charge a Community Infrastructure Levy in respect of development in The London Borough of Barnet. Barnet Council adopted a CIL charge on 1st May 2013. This set a rate of £135 per square metre on residential and retail development within the borough. All other uses and undercroft car parking areas are exempt from this charge.

The calculation of the Barnet CIL payment is based on the floor areas of the residential elements of the development (except for any potential undercroft car parking areas).

Mayoral Community Infrastructure Levy

The Community Infrastructure Levy (CIL) potentially applies to all 'chargeable development'. This is defined as development of one or more additional units or development seeking an increase to existing floor space greater than 100 square metres.

The Mayor of London is a charging authority for the purposes of Part 11 of the Planning Act 2008 and may therefore charge a Community Infrastructure Levy in respect of development in Greater London. The Mayor of London adopted a CIL charge on 1st April 2012. This set a rate of £35 per square metre on all forms of development in Barnet, except that which is for education and health purposes (which are exempt from this charge).

The calculation of the Mayoral CIL payment is carried out on the basis of the floor areas of the residential and other elements of the development (except for potential education and health uses).

3. EQUALITIES AND DIVERSITY ISSUES

Section 149 of the Equality Act 2010, which came into force on 5th April 2011, imposes important duties on public authorities in the exercise of their functions, including a duty to have regard to the need to:

- “(a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;*
- (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;*
- (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.”*

For the purposes of this obligation the term “protected characteristic” includes:

- age;
- disability;
- gender reassignment;
- pregnancy and maternity;
- race;

- religion or belief;
- sex;
- sexual orientation.

The above duties require an authority to demonstrate that any decision it makes is reached “in a fair, transparent and accountable way, considering the needs and the rights of different members of the community and the duty applies to a local planning authority when determining a planning application.

As set out above, objections have been raised by a number of objectors (and in particular the Barnet Borough District Scout Council) that the increased height of the scheme will have a material and adverse impact upon the campsite which is used by children and vulnerable young adults resulting in a significant loss of privacy.

Officers acknowledge that young persons, as well as persons with learning and physical disabilities use the adjoining campsite and there is the potential for the development to impact on the camp site in terms of overlooking and loss of privacy for the users of the site especially the identified protected groups. Members are required to take into account the potential impact on the specified protected groups when considering the merits of the application

Officers consider that the main issue from an equalities perspective is to ensure that the proposed development safeguards the existing use of the scout camp and does not prejudice the scout’s continued operation in providing a safe and secure environment for the identified protected groups. To this end, officers have worked with the applicant to mitigate, as far as possible, the impact on the scout camp. As indicated above, the applicant has pulled the proposed buildings back from the boundary of the scout camp allowing for a clear separation between the buildings and the camp site (an improvement from the previously submitted and refused scheme). In addition, extra planting is proposed on the application side of the boundary along with the introduction of a living fence along the boundary.

Officers have weighed the mitigation proposed by the applicant in the balance and consider that a fair balance has been struck between the needs of the camp and the proposed development. In making the recommendation in respect of the planning application therefore, officers have given weight to the impact that the proposal would have on the identified protected groups and consider that the harm is outweighed by the other considerations and the mitigation set out in this report. It should be noted that the duty under the Equalities Act is to have due regard to the specified matters and not a duty to achieve a specific result.

4. CONCLUSION

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the Council to determine any application in accordance with the statutory development plan unless material considerations indicate otherwise. All relevant policies contained within The Mayor’s London Plan and the Barnet Local Plan, as well as other relevant guidance and material considerations, have been carefully considered and taken into account by the Local Planning Authority in their assessment of this application.

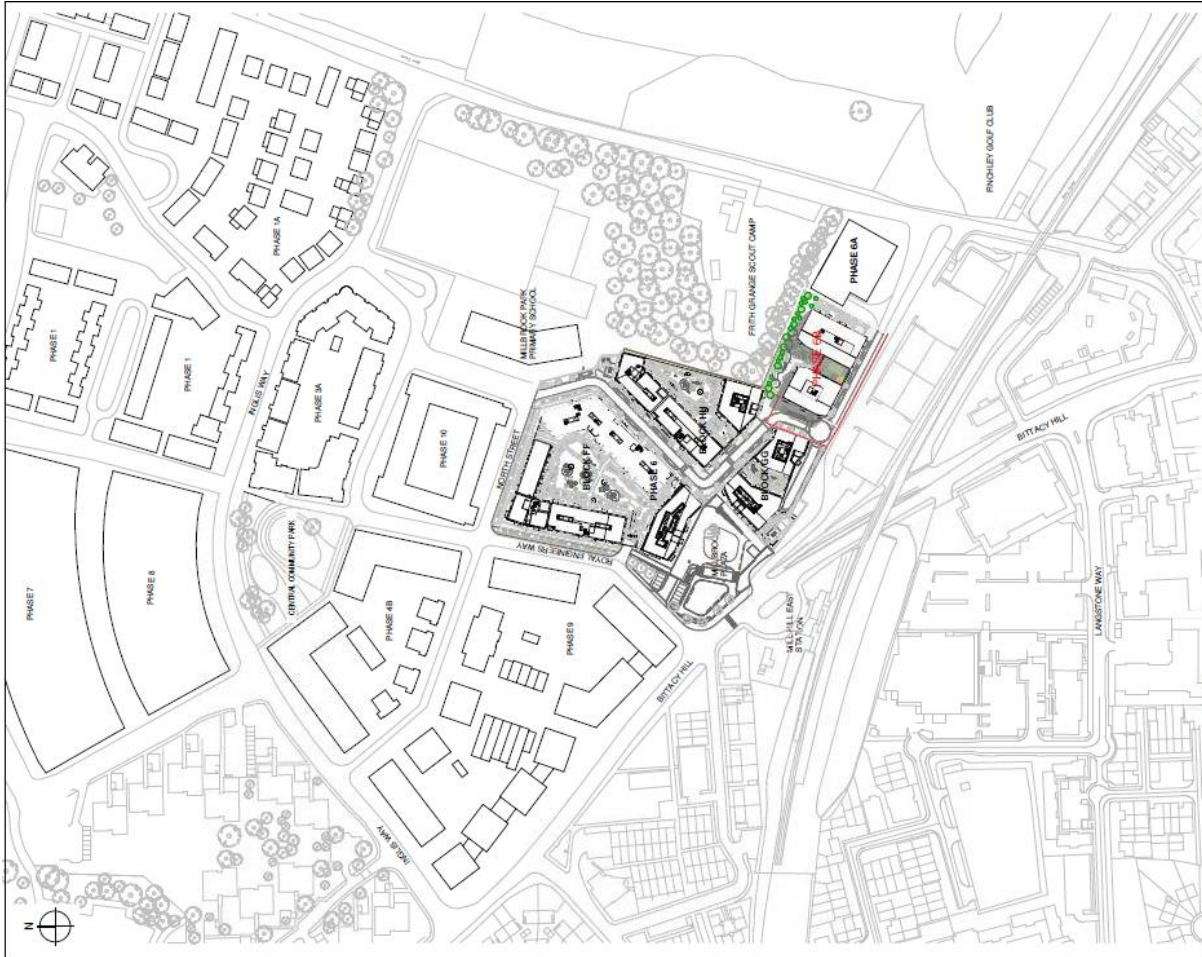
The proposal is acceptable on visual amenity, access, highways, biodiversity, and drainage grounds. The proposal would not significantly affect the amenities of neighbouring residential properties. It would provide for much needed quality housing, including affordable housing, that would have a good standard of accommodation including outlook, privacy and access to daylight.

It is considered that the application has adequately addressed the previous reasons for refusal pursuant to planning application 18/6640/FUL, by means of reducing the footprint of the proposal and pulling back the application from the common boundary with the scout camp.

The application is therefore recommended for approval subject to the applicant entering into a S106 agreement and compliance with the attached conditions.

**SITE LOCATION PLAN: Phase 6b, Millbrook Park (former Inglis Barracks),
Mill Hill East, London, NW7 1SJ**

REFERENCE: 19/5827/FUL



Reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown copyright and database right 2013. All rights reserved. Ordnance Survey Licence number LA100017674.

LOCATION:	27 Woodside Avenue, London, N12 8AT,
PROPOSAL:	Demolition of existing property and erection of a part single, part two and part four storey building to provide a residential children's home and intervention centre (Class C2 use) with associated amenity space, refuse, storage, cycle parking and off-street car parking

KEY DATES	
Statutory Expiry:	25th September 2019
Recommendation:	1st October 2019
Ex. of time (if applicable):	
Site Visit (if applicable):	

Case Officer:	Elizabeth Thomas
Area Team:	Chipping Barnet Area Team
Applicant:	Ms Brigette Jordan
Ward:	Totteridge
CIL Liable?	

OFFICER'S ASSESSMENT

1. Site Description

The application site relates to the property known as 27 Woodside Avenue, which is located in the Totteridge ward. The site consists of a large detached dwelling house, finished in red brick, with a large garden area to the rear. The building is understood to date from the late 19th Century. Access is from Woodside Avenue. The last known use is believed to have been as a hostel; however there is no planning history to confirm when it was converted to such a use. The site is located at the corner of Woodside Avenue and Green Bank. Green Bank is characterised by two storey terraced residential buildings. The site backs onto lock up garages serving Green Bank.

Woodside Avenue consists largely of detached dwellings, although there is a mix of styles in the immediate area, including on cul-de-sac roads off the Avenue. The adjoining site to the north is occupied by a block of flats (Teynham Court).

The application site is not within a conservation area, nor does it contain a locally or statutory listed building.

The application site and immediate area has a verdant setting and some of the on-site trees are statutorily protected. There is relatively good access to surrounding services and facilities, including local public transport links.

2. Site History

Reference: 18/2032/FUL

Address: 27 Woodside Avenue, London, N12 8AT

Decision: Approved subject to conditions

Decision Date: 8 November 2018

Description: Change of use from hostel (sui generis) to residential children's home (C2 use), including roof extension to create a side dormer and alterations to existing fenestrations. Demolition of existing single storey outbuilding to side elevation and erection of a single storey side extension with new access steps and railing to rear elevation. Extension and excavation of existing basement to create lower level basement area. Erection of a single storey building to the rear for use as an ancillary intervention centre; creation of two separate access with gates and new boundary fences. Associated hard and soft landscaping

3. Proposal

This application seeks planning permission for the demolition of existing property on the site and erection of a part single, part two and part four storey building to provide a residential children's home and intervention centre and education hub.

The home would be for six children and associated support staff. The home would be on the ground, first and second floors of the property. It would have a terrace on the western side of the property, leading out to a garden with hard and soft landscape features. Boundary treatments would be provided through new trees, hedges and fencing. A parking area for the home with two parking spaces would be provided at the front (east side) of the property.

The Family Intervention Centre/Education Hub would provide space for family support, counselling and family learning. The Hub would be within the lower ground semi basement area, below the Children's home. The two facilities would have independent access, with the Hub accessed from Green Lane. This would require the installation of a path on the existing green verge. The Hub would have a garden area separate from the home's garden.

The proposed building's wall materials would be red facing brick, painted render and projecting brick string courses. The roof would use brown plain concrete tiles. Windows and doors would be in aluminium, with the colour to be confirmed.

Following consultation with relevant stakeholders and comments received from members of the public, the proposed front (east) elevation has been amended and redesigned to better reflect the existing residential character and appearance of the street scene. The changes include, exposed roof truss to the front gable; the addition of 2 mock brick GRP chimneys along the roof ridge; a more symmetrical rationale to the fenestration and window openings to appear more in keeping with a residential frontage, including the removal of 2 windows on the side (south) elevation fronting Green Bank; and the removal of the front entrance canopy.

4. Public Consultation

Consultation letters were sent to 183 neighbouring properties. 67 letters of objection were received, with the main points summarised as follows:

- o Objection to the demolition of beautiful and characterful Victorian house.
- o There are enough modern developments along Woodside Avenue.
- o Proposed house would not be of architectural merit or aesthetically pleasing.

- o Why can't the money used to build a new house be used to refurbish the existing property?
- o Object to loss of mature trees in this leafy area.
- o It would be possible to keep the façade.
- o Not an appropriate location for the development at the double junctions of Green Bank and St. Andrew's Close, both of which adjoin Woodside Avenue within 50 metres.
- o Proposed parking is inadequate.
- o There is no additional on-street parking available in the area to accommodate parking overspill.
- o The Council should sell this property and develop the proposed home in another location.
- o The Council have a responsibility to value the history and architecture in the area.
- o Four storeys of modern build is out of keeping with the area.
- o Concerns on the Council's approach to public consultation.
- o There are multiple brown sites on the High Road that could be converted to provide such housing.
- o Increase congestion and traffic.
- o Will generally cause aggravation to those who moved to the area for its reasonable serenity.
- o So called 'residential avenues' will be a thing of the past.
- o Concern that the building may exacerbate on-going structural problems at 29 Woodside Avenue.
- o Loss of light to neighbouring properties caused by the construction of a larger building.
- o The proposed demolition raises urgent waste and environmental issues - incredible amount of material will be wasted through the demolition.
- o Disruption and inconvenience to the residents during construction stage.
- o Reduction in resale value of Teynham Court.
- o Possible damage to utility connections to Teynham Court.
- o The existing property is in basically good repair.
- o Impact on privacy at Teynham Court.
- o Increase in the noise level.
- o Large block properties spoil neighbourly character.
- o Impact of dust.

Two letters of support were received. Support noted that the proposed use is well suited to the location and in most respects would be an improvement on the existing site. It was suggested that the proposed car parking provision would be too low but more could be accommodated on site.

5. Planning Considerations

5.1 Policy Context

National Planning Policy Framework and National Planning Practice Guidance

The determination of planning applications is made mindful of Central Government advice and the Local Plan for the area. It is recognised that Local Planning Authorities must determine applications in accordance with the statutory Development Plan, unless material considerations indicate otherwise, and that the planning system does not exist to protect the private interests of one person against another.

The revised National Planning Policy Framework (NPPF) was published on 19th February 2019. This is a key part of the Government's reforms to make the planning system less complex and more accessible, and to promote sustainable growth.

The NPPF states that 'good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.... being clear about design expectations, and how these will be tested, is essential for achieving this'. The NPPF retains a presumption in favour of sustainable development. This applies unless any adverse impacts of a development would 'significantly and demonstrably' outweigh the benefits.

The Mayor's London Plan 2016

The London Development Plan is the overall strategic plan for London, and it sets out a fully integrated economic, environmental, transport and social framework for the development of the capital to 2050. It forms part of the development plan for Greater London and is recognised in the NPPF as part of the development plan.

The London Plan provides a unified framework for strategies that are designed to ensure that all Londoners benefit from sustainable improvements to their quality of life.

The London Plan is currently under review. Whilst capable of being a material consideration, at this early stage very limited weight should be attached to the Draft London Plan. Although this weight will increase as the Draft London Plan progresses to examination stage and beyond, applications should continue to be determined in accordance with the adopted London Plan

Barnet's Local Plan (2012)

Barnet's Local Plan is made up of a suite of documents including the Core Strategy and Development Management Policies Development Plan Documents. Both were adopted in September 2012.

Local Plan Core Strategy (Adopted September 2012): Policies NPPF CS NPPF, CS1, CS4, CS5, CS9, CS10, CS11

- Local Plan Development Management Policies Development Plan Document (Adopted September 2012): Policies. DM01, DM02, DM03, DM04, DM08, DM13, DM16, DM17

The Council's approach to development as set out in Policy DM01 is to minimise the impact on the local environment and to ensure that occupiers of new developments as well as neighbouring occupiers enjoy a high standard of amenity. Policy DM01 states that all development should represent high quality design and should be designed to allow for adequate daylight, sunlight, privacy and outlook for adjoining occupiers. Policy DM02 states that where appropriate, development will be expected to demonstrate compliance to minimum amenity standards and make a positive contribution to the Borough. The development standards set out in Policy DM02 are regarded as key for Barnet to deliver the highest standards of urban design.

Policy DM03 requires that development proposals meet the highest standards of accessible and inclusive design.

The Council requires new development to avoid unacceptable levels of noise and must not increase flood risk, as set out in policy DM04.

Policy DM08 supports a mix of dwelling types and sizes in order to provide choice for a growing and diverse population in the borough.

Policy DM13 acknowledges the positive contribution community and educational facilities can have. It requires new community and educational uses to be located in areas accessible by public transport, walking and cycling. New community and educational uses should ensure that there is no significant impact on the free flow of traffic and road safety, or on the amenity of residential properties.

Policy DM16 seeks the retention and enhancement, or the creation of biodiversity.

Policy DM17 sets out the considerations in ensuring that new development contributes to a safe, effective and efficient transport system. This includes parking standards that development should accord with.

Supplementary Planning Documents

Affordable Housing SPD (Adopted 2007)

Residential Design Guidance SPD (adopted October 2016)

Sustainable Design and Construction SPD (adopted October 2016)

5.2 Main issues for consideration

The main issues for consideration in this case are:

- Principle of the development;
- Whether harm would be caused to the character and appearance of the street scene and the wider locality;
- Whether harm would be caused to the living conditions of neighbouring residents;
- Provision of adequate accommodation for future occupiers;
- Highways issues;
- Trees and Landscaping considerations;
- Effect on biodiversity;
- Drainage.

5.3 Assessment of proposals

The site benefits an extant planning permission (18/2032/FUL) for the change of use from an established hostel to a proposed Children's Home (C2 use). This new application is principally the same as that consented but involves the demolition of the existing building and re-build with a purpose built building.

Principle of redevelopment

The principle of the development

The proposed development is for a children's care home, which includes an element of education/training ancillary to the care home element. The proposed use falls most comfortably within use class C2 as a residential care home.

National guidance within the NPPF at para 162 outlines a desire for local authorities to work with other providers to assess the quality and capacity of infrastructure for inter alia social care, and its ability to meet forecast demand.

Policy 3.17 outlines that the Mayor of London will support the delivery of high quality health and social care facilities in areas of under provision or where there is an identified particular need.

Policy CS4 of the Core Strategy aims to create successful communities by "seeking a variety of housing related support options that maximise the independence of vulnerable residents including young people, people with disabilities, older people, homeless people and other vulnerable adults". This includes promoting independence but recognising the need for accommodation to provide support services.

Policy CS11 also aims to, where local need exists, to help ensure choice in the housing market for vulnerable groups. The planning system should where possible support the aims of the relevant social services bodies.

Therefore national, regional and local guidance pays attention to the desire to meet demand for, and provide choice, in local housing need for all sections of society.

The proposed aim of Children's Services is to transfer an existing use from the site at 68A Meadow Close, Totteridge, EN5 2UF to the application site. Whilst physically upgrading the existing facility has been considered, it is deemed that the new centre will offer a more realistic opportunity of achieving the Council's strategic objective of providing an 'outstanding' standard of care quality across all of its children service facilities. In terms of demand, this already exists in that existing facilities meeting a need would transfer to this site.

Woodside Avenue is a residential road containing a mix of residential uses, including multi-unit properties. The application site is able to accommodate the proposed new build home and hub, with its proposed associated facilities. The site benefits from being a corner plot and having a heavy vegetative screen. There are no residential neighbours on the Green Bank flank or rear boundary and there is a detached block of flats on the northern boundary. Good access exists to the range of facilities available on the High Road, including access to public transport links.

The proposed development has the potential to provide a quality facility for a vulnerable group. The use of this site meets a local need and addresses a core planning principle of the NPPF of making the best and most versatile use of a brownfield or previously developed site. The proposed use would be no more intensive than previous uses and is located in area that includes flattened developments on plots of similar sizes.

The application site has no land use allocation or designation within the Local Plan.

The principle of the proposed use was established as part of approved planning application 18/2032/FUL.

Subject to material planning considerations and the proposal's general compliance with these, the principle of children's home and educational hub is acceptable.

Whether harm would be caused to the character and appearance of the existing building, the street scene and the wider locality

Development proposals must respect the character and appearance of the local area, relate appropriately to the site's context and comply with development plan policies in these respects. This will include suitably addressing the requirements of development plan policies DM01 and CS05 of the Barnet Local Plan, and 7.4 and 7.6 of the London Plan. Policy DM01 states that all proposals should preserve and enhance the local character of the area.

The overwhelming objection to the proposal is the proposed loss of the site's existing building. The building dates from the late 19th Century and is one of the last remnants of the area's original development. It is a two storey brick property with a steeply pitched roof that accommodates an additional floor. The front elevation is enlivened by a double height bay window, timbered gable feature, arched doorway and several stone string courses. It makes a positive contribution to the street. However, the building is not listed, locally listed or located within a conservation area. Whilst an attractive building, it does not display particularly high quality or uniqueness in its architecture. It could only be described as a non-designated heritage asset of low significance.

It should be noted that the property has been subject to an application to Historic England for listing. Historic England rejected this request as they did not consider the existing building to be worthy of Statutory designation.

As advised under paragraph 197 of the NPPF, when making a decision on the loss of a non-designated heritage asset, Local Planning Authorities must make a balanced judgement based upon the scale of loss and the significance of the asset. The Local Planning Authority should consider the public benefits that would be achieved from the loss. The applicant has explained the reasoning for proposing the use of this site for the children's home and Hub. Barnet Council has the strategic objective of providing an 'outstanding' standard of care quality across all of its children service facilities. The existing Meadow Close facility would not be able to achieve that level. A site review was undertaken across a range of both Council-owned and private sites that could successfully accommodate a new children's care facility, including the option of upgrading the existing Meadow Close facility. The physical limitations of the Meadow Close site and the required major remedial works would be economically unviable, and would also compromise the wellbeing of the existing residents. The application site was assessed as the most appropriate site that could accommodate the facility to the necessary standards.

Planning permission was granted under application 18/2032/FUL to accommodate the facility within the site's existing building. Subsequent detailed investigations and feasibility studies have been carried out and it has been concluded that the existing building is beyond reasonable economic repair. The erection of a purpose-built building would be most appropriate to meet the required standards.

Whilst the demolition of the original Victorian building is regrettable, given its low level significance, the costs associated with its restoration and the ability for it to be refurbished into a care facility of the required high standards, alongside the benefits of providing a high quality purpose-built facility, its loss can be justified. The planning balance is considered that the loss of the property to be replaced with a children's home is a suitable justification for the loss of the non-designated asset of low significance. It should also be noted that the LPA have undertaken a review of its local listing and 27 Woodside Avenue was not identified as of local interest.

Woodside Avenue has no particular architectural style. Most properties date from the mid-20th Century, and range from traditional pitched roof single dwellings to flat roofed apartment blocks with little detailing.

The proposed new building would have a traditional architectural style, with a pitched, hipped roof, gable feature and bay window. The proposed materials would be red brick, red tiles and render. The proposed building would include several design elements to enliven its appearance, including the proposed bay window, stair tower with clerestory windows and gable. The general approach to the building's appearance in terms of style and materials is reflective of a suburban area and is acceptable.

Furthermore, the proposed front (east) elevation has now been amended and redesigned to better reflect the existing residential character and appearance of the street scene. The changes include, exposed roof truss to the front gable and a more symmetrical layout to the fenestration and window openings to appear more in keeping with a residential frontage. This rationale also includes the removal of 2 windows on the side (south) elevation fronting Green Bank; and the removal of the front entrance canopy. It is considered that these are sensitive changes which would improve the appearance of the new building and would better reflect the established residential character and appearance of the immediate and wider street scene.

The application site is a large plot. Although the proposal will extend deeper into the site and create a lower ground floor level which is apparent when viewed from the rear of the property. There is no visual manifestation of the lower ground level from the front of the site, it is not considered that this would be harmful to the site and does not result in a cramped form of development. It is considered that with adequate landscaping and screening the proposal will be softened in appearance. The proposed building would be located in the same location within the plot as existing building. Although the proposal will extend marginally closer to the neighbouring property, this reduced separation is not considered to be harmful to the character of the area, there is still sufficient distance to ensure the two buildings appear as detached and separate from one another. It should be acknowledged that these two properties are distinct in their design and character as existing and the reduced separation will not change this.

The height of the proposed building would be, when viewed from Woodside Avenue, 7.9m to the eaves and 12.4m to the roof ridge. At the rear of the property, to accommodate the additional floor within the sloping rear garden, the height would be 10.7m to the eaves and 15.2m to the ridge. The overall height would be marginally taller than the height of the existing building's chimney and approximately 1.0m taller than its roof ridge. The overall effect would be of a slightly bulkier appearance than the existing building at roof level but the large plot is considered able to accommodate this increase in size and the impact upon the appearance of the site and street scene would not be significant or unacceptable.

The submitted plans propose timber fencing to the boundaries, along with hedges and trees. The principle of this is acceptable but further details are needed to understand their appearance. This can be managed by condition.

In having regard to Local Plan policy DM01, the proposed development would be acceptable in terms of its design.

Whether harm would be caused to the amenity of neighbouring occupiers

It is important that any scheme addresses the relevant development plan policies (namely policy DM01 of Barnet's Development Management Policies and policy 7.6 of the London Plan) in respect of the protection of the amenities of neighbouring occupiers with regards to privacy, overshadowing, over bearing and impact upon outlook. This will include taking a full account of all neighbouring sites.

Teynham Court sits to the north of the application site. The proposed building would be approximately 0.5m closer to this apartment block than the existing building and there would be an increase in bulk in roof level. In considering the effect the site's existing building has upon outlook, over bearing and overshadowing, it is not considered that the proposed building would result in a significant difference. The impact is considered acceptable.

There are two windows proposed on the first floor level on the building's north elevation. These would serve bathrooms. The amended drawings now illustrate that these would be obscured glazing. It is also considered that these windows should not fully open in order to protect the privacy of Teynham Court's residents. A condition to this effect is therefore recommended. An additional condition is recommended to ensure that no further windows or doors would be added to the building's north elevation in the future.

It is not considered that neighbours in any other direction would be affected by the proposal with regards to privacy, overshadowing, over bearing and impact upon outlook.

Some third party representations have raised concern about potential noise and disturbance in relation to the use. However there is no substantive evidence to suggest that the facility would be anything other than a well-managed facility, including the provision of an on-site supervisory presence. There will be movement to and from the proposed Hub facility, however given the limited numbers involved and general layout of the site, adjacent to lock up garages and the entry to Green Bank, it is not considered that the impact would be excessive. The building would also retain a gap to all property boundaries. The Council's Environmental Health team have had an opportunity to consider the proposals. To ensure the avoidance of excessive noise, they have advised conditions relating to traffic noise, noise from the plant room and noise from kitchen extraction equipment.

Some third party representations have raised concern about the potential for disturbance during the construction period. The Environmental Health team have advised the submitted Construction Method Statement is adhered to throughout the construction period.

The Council's Environmental Health team have also advised conditions relating to the proposed kitchen extraction equipment to ensure there would be no unacceptable impact arising from fumes and smell.

For the reasons highlighted above, it is considered that the proposal would have an acceptable impact on the residential amenity of neighbouring occupiers.

Provision of adequate accommodation for future occupiers

Commentary around this proposal from professionals in the care field points to a facility for a vulnerable group of local people that would provide high quality accommodation. Officers

have no reason to form a contrary view and the plans indicate a spacious and well serviced-modern care facility would result.

Highways issues

A Transport Statement has been submitted as part of the application.

The PTAL is 2 (poor) with bus and tube the only public transport mode available within the PTAL area. The development is located in a controlled parking zone (CPZ) which is operational for one hour during the day.

Two off street parking spaces have been provided in association with the proposed use. There are no specific parking standards for children's care homes and therefore the applicants have used the Local Plan's parking provision associated with a 4+ bedroom house, which is 1.5 to 2 car parking spaces. The applicant has advised that only one staff member (home staff) will require a parking space at all times. With regards to the Hub, which would fall under the D1 use class, there are no specified requirements for such a use. Based on the staff numbers, minimal traffic generation is envisaged and therefore only one parking space is proposed. The applicant has identified a number of on-street parking spaces that could be used if needed.

It should be noted that the use of the building remains as per previously approved under application 18/2032/FUL with no objections to highways matters raised at this time by our highways team. The parking provision required would not change as a result of this new proposal. There are no changes proposed to staffing or children numbers accordingly the scheme will be as per approved in respect of highways, no objection is raised.

There are a number of residential objections which relate to the construction process. To fully mitigate this, a the details set out in the construction management plan will be conditioned to ensure the impact during the construction phase on surrounding residents is reduced and to ensure accesses and the public highway are kept clear.

Trees and Landscaping considerations

A number of TPO trees are present on site and contribute positively to the verdant setting of Woodside Avenue. The application has been supported by a Tree Survey and proposed landscaping scheme that indicates the removal of some trees on site, and the proposal to plant new trees on site, along with some maintenance and protective approaches to ensure the health of those trees to be retained.

There is a concern that the proposal would result in loss of trees of public amenity value, to the detriment of the street scape. Whilst acknowledging this point, the proposed development is seen as vitally important in providing high quality social care for vulnerable young adults within the Borough. Officers accept that for the development to proceed there will be a loss of established trees that will impact on the character of the area. However, it is also considered that a good quality landscaping scheme would be implemented and that a public interest element exists in terms of the importance of this type of accommodation being provided in the Borough. As a result, it is considered that although the loss of trees is regrettable it can, on balance, be justified when making a complete assessment as to the appropriateness of the proposed development. In addition the provision of a CAVAT value to compensate for the loss of the tree has been suggested by the Council's

greenspaces team and the tree officer. The CAVAT value will cover the replacement of the tree to provide a suitable solution.

Effect on biodiversity

The application site has no designation relating to biodiversity.

A Preliminary Roost Assessment Survey has been submitted as part of the application. The Survey sets out the findings with regards to signs of bats on the site and to consider the value and suitability of the structures for roosting bats, plus the likelihood of presence or signs of breeding birds, and the suitability of the site for barn owls.

The Survey recommends that the site's existing building has low habitat value for bats due to the limited number of suitable features present on the building. However, the surrounding habitat provides good foraging and commuting resources, which increases the likelihood of bats roosting within the building. For this reason, it is recommended that a further bat survey is carried out during mid-May to September by three surveyors to provide full coverage of the building. This can be secured via condition.

A tree on the site was identified as having moderate habitat value for roosting bats. This is an oak tree on the southern boundary of the site. The tree is proposed to be retained but some works to reduce the crown of this tree are planned. A climbing survey is recommended prior to this work to inspect the potential roosting features present, with further recommendations for further dusk emergence/dawn re-entry surveys if necessary.

The site and surrounding trees and vegetation provide suitable habitat for nesting birds. Vegetation removal should not be carried out during the nesting season of March to August. It is recommended that bird boxes be installed on the proposed building to enhance biodiversity in line with the NPPF and Local Plan.

Drainage

A Sustainable Drainage System (SuDS) Report has been submitted. It explains that the surface water would be managed via a soakaway in the rear garden and provides confirmation from Thames Water that there will be sufficient sewerage capacity in the adjacent foul water sewer network to serve your development. The submitted details are considered acceptable.

5.4 Response to Public Consultation

Some third party representations raised concerns about the effect the proposal would have on the structural integrity of the adjacent Teynham Court. The proposal will be subject to full scrutiny under Building Regulations and it is advised that any such concerns would be identified and addressed through that process.

An objection was received regarding a concern that the proposed development would affect utility supply to adjacent Teynham Court. There is no evidence before the Local Planning Authority that would raise concerns in this regard and in any case is a matter beyond the scope of planning control.

6. Equality and Diversity Issues

The proposal does not conflict with either Barnet Council's Equalities Policy or the commitments set in the Equality Scheme and supports the Council in meeting its statutory equality responsibilities.

7. Conclusion

In light of the above appraisal it is considered that the proposed development is acceptable in policy terms and has many positive attributes including providing a potentially high class facility for a local disadvantaged group. The proposed demolition of the existing building and erection of a new building is considered acceptable with regards to design, amenity, highways, landscaping, drainage and biodiversity. It is therefore recommended that consent is granted subject to conditions.

OFFICER'S RECOMMENDATION / PREVIEW OF DECISION

Approve subject to conditions

- 1 The development hereby permitted shall be carried out in accordance with the following approved plans:
 - Drawing Number 1726-SBA- XX-01 -DR-A -001Rev B Site Plan;
 - Drawing Number 1726-SBA- XX-LG-DR-A -010 Rev D Proposed Lower Ground Floor Hub Plan;
 - Drawing Number 1726-SBA- XX-LG-DR-A -011 Rev D Proposed Ground Floor Plan;
 - Drawing Number 1726-SBA- XX-ZZ-DR-A -012 Rev D Proposed Ground, First, Second Floor Plans & Roof Plan;
 - Drawing Number 1726-SBA- XX-ZZ-DR-A -013 Rev D Proposed Sections A & D;

 - Drawing Number 1726-SBA- XX-ZZ-DR-A -014 Rev D Proposed Sections B & C;

 - Drawing Number 1726-SBA- XX-ZZ-DR-A -015 Rev D Proposed Elevations;
 - Drawing Number 1726-SBA- XX-ZZ-DR-A -016 Rev D Proposed Greenbank Elevation;
 - Drawing Number 1726-SBA- XX-ZZ-DR-A -017 Rev D Proposed Woodside Avenue Elevation;
 - Drawing Number 1726-SBA- XX-ZZ-DR-A -018 Rev D Proposed Rear Elevation;

 - Preliminary Roost Assessment Survey, Arbtech Consulting Ltd, July 2019;
 - Construction Management Plan & Demolition Plan, Graham Construction, no date;

 - Design and Access Statement, Saunders Boston Architects, July 2019;
 - Drawing Number WSA-TRI-ZZ-ZZ-PL-L-1001 Rev P00 General Arrangement - External Landscape (Planning Issue);
 - Drawing Number WSA-TRI-ZZ-ZZ-PL-L-1071 Rev P00 General Arrangement - Tree Planting Plan (Planning Issue);
 - Drawing Number MCCH-CAP-00-XX-DR-C-0010 Rev P01 Swept path analysis Vehicle manoeuvring assessment;
 - Drawing Number MCCH-CAP-00-XX-DR-C-0010A Rev P01 Swept path analysis Vehicle manoeuvring assessment;
 - Planning Statement, Saunders Boston Architects, July 2019;
 - Revised Transport Statement, Capita, July 2019;
 - Pre-Development Tree Survey and Constraints, Tree maintenance Limited, no date;
 - Sustainable Drainage System (SuDS) Report, Design ID, July 2019.
 - Materials Schedule, Saunders Boston Architects, 9th December 2019;

Reason: For the avoidance of doubt and in the interests of proper planning and so as to ensure that the development is carried out fully in accordance with the plans

as assessed in accordance with Policies CS NPPF and CS1 of the Local Plan Core Strategy DPD (adopted September 2012) and Policy DM01 of the Local Plan Development Management Policies DPD (adopted September 2012).

- 2 This development must be begun within three years from the date of this permission.

Reason: To comply with Section 51 of the Planning and Compulsory Purchase Act 2004.

- 3 a) No development other than demolition works shall take place until details of the materials to be used for the external surfaces of the building(s) and hard surfaced areas hereby approved have been submitted to and approved in writing by the Local Planning Authority.

b) The development shall thereafter be implemented in accordance with the materials as approved under this condition.

Reason: To safeguard the character and visual amenities of the site and wider area and to ensure that the building is constructed in accordance with Policies CS NPPF and CS1 of the Local Plan Core Strategy (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012) and Policies 1.1, 7.4, 7.5 and 7.6 of the London Plan 2016.

- 4 Notwithstanding the details within the submitted Construction Management Plan & Demolition Plan (Graham Construction), construction work resulting from the planning permission shall not be carried out on the premises at any time on Sundays, Bank or Public Holidays; before 8.00 am or after 1.00 pm on Saturdays; or before 8.00 am or after 6.00pm pm on other days.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties in accordance with policy DM04 of the Development Management Policies DPD (adopted September 2012).

- 5 No deliveries shall be taken at or dispatched from the site on any Sunday, Bank or Public Holiday; or before 10.00 am or after 12.00 pm on Saturdays; or before 09.00 am or after 2.30pm pm on other days. Unless otherwise agreed in writing with the Local Planning Authority.

Reason: To prevent the use causing an undue disturbance to occupiers of adjoining residential properties at unsocial hours of the day.

- 6 The C2 premises hereby approved shall be used as a children's care home for a maximum of 6 residents plus 1 member of staff in residence and for no other purpose (including any other purpose in Class C2 of the Schedule to the Town and Country Planning (Use Classes) Order, 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason: To enable the Local Planning Authority to exercise control of the type of use within the category in order to safeguard the amenities of the area.

- 7 The development shall be implemented in full accordance with the details approved in the submitted Construction Management Plan & Demolition Plan (Graham Construction).

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties and in the interests of highway and pedestrian safety in accordance with policies CS9, CS13, CS14, DM01, DM04 and DM17 of the Barnet Local Plan and policies 5.3, 5.18, 7.14 and 7.15 of the London Plan.

- 8 a) All work comprised in the approved scheme of landscaping shall be carried out before the end of the first planting and seeding season following occupation of any part of the buildings or completion of the development, whichever is sooner, or commencement of the use.
b) Any existing tree shown to be retained or trees or shrubs to be planted as part of the approved landscaping scheme which are removed, die, become severely damaged or diseased within five years of the completion of development shall be replaced with trees or shrubs of appropriate size and species in the next planting season.

Reason: To ensure a satisfactory appearance to the development in accordance with Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and 7.21 of the London Plan 2016.

- 9 a) The site shall not be brought into use or first occupied until details of the means of enclosure, including boundary treatments, have been submitted to and approved in writing by the Local Planning Authority.
b) The development shall be implemented in accordance with the details approved as part of this condition before first occupation or the use is commenced and retained as such thereafter.

Reason: To ensure that the proposed development does not prejudice the appearance of the locality and/or the amenities of occupiers of adjoining residential properties and to confine access to the permitted points in the interest of the flow of traffic and conditions of general safety on the adjoining highway in accordance with Policies DM01, DM03, DM17 of the Development Management Policies DPD (adopted September 2012), and Policies CS NPPF and CS1 of the Local Plan Core Strategy (adopted September 2012).

- 10 The proposed window(s) in the side elevation facing Teynham Court shall be glazed with obscure glass only and shall be permanently retained as such thereafter and shall be permanently fixed shut with only a fanlight opening.

Reason: To safeguard the privacy and amenities of occupiers of adjoining residential properties in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012) and the Residential Design Guidance SPD (adopted October 2016).

11 a) No development shall take place until a scheme of proposed noise mitigation measures against externally generated traffic/mixed use noise has been submitted to and approved in writing by the Local Planning Authority.

b) The mitigation measures as approved under this condition shall be implemented in their entirety prior to the commencement of the use or the first occupation of the development and retained as such thereafter.

Reason: To ensure the amenities of occupiers are not prejudiced by traffic/mixed use noise in the immediate surroundings, in accordance with Policies DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013), and 7.15 of The London Plan 2015.

12 The level of noise emitted from any plant hereby approved shall be at least 5dB(A) below the background level, as measured from any point 1 metre outside the window of any room of a neighbouring residential property.

If the noise emitted has a distinguishable, discrete continuous note (whine, hiss, screech, hum) and/or distinct impulse (bangs, clicks, clatters, thumps), then it shall be at least 10dB(A) below the background level, as measured from any point 1 metre outside the window of any room of a neighbouring residential property.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of neighbouring properties in accordance with Policies DM04 of the Development Management Policies DPD (adopted September 2012) and 7.15 of the London Plan 2015.

13 a) No development other than demolition works shall commence on site in connection with the development hereby approved until a report has been carried out by a competent acoustic consultant that assesses the likely noise impacts from the development of the ventilation/extraction plant, and mitigation measures for the development to reduce these noise impacts to acceptable levels, and has been submitted to and approved in writing by the Local Planning Authority.

The report shall include all calculations and baseline data, and be set out so that the Local Planning Authority can fully audit the report and critically analyse the content and recommendations.

b) The measures approved under this condition shall be implemented in their entirety prior to the commencement of the use/first occupation of the development and retained as such thereafter.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of neighbouring properties in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and Policy 7.15 of the London Plan 2015.

14 a) No development other than demolition works shall take place until a detailed assessment for the kitchen extraction unit, which assesses the likely impacts of odour and smoke on the neighbouring properties is carried out by an approved consultant. This fully detailed assessment shall indicate the measures to be used to

control and minimise odour and smoke to address its findings and should include some or all of the following: grease filters, carbon filters, odour neutralization and electrostatic precipitators (ESP). The equipment shall be installed using anti-vibration mounts. It should clearly show the scheme in a scale diagram and shall be submitted to and approved in writing by the Local Planning Authority
b) The development shall be implemented in accordance with details approved under this condition before first occupation or the use is commenced and retained as such thereafter.

Reason: To ensure that the amenities of the neighbouring occupiers are not prejudiced odour and smoke in the immediate surroundings in accordance with policies DM01 of the Development Management Policies DPD (adopted September 2012) and Policy CS14 of the Local Plan Core Strategy (adopted 2012).

- 15 No development shall take place until the applicant has secured measures for the provision of a scheme of replacement tree planting off site that reflects the amenity value of the trees lost to facilitate the development.

Reason: To ensure appropriate tree planting to mitigate for the loss of special amenity value on site in accordance with Policy CS of the Local Plan Core Strategy (adopted September 2012) and Policy DM01 of the Development Management Policies DPD (adopted September 2012).

- 16 A Condition Survey of the existing public highway will need to be carried out and agreed with the Highway Authority prior to any works commencing on site, and any damage to the highway occurring as a result of this development is to be remedied by the developer to the satisfaction of the Highway Authority once all works have been completed on site.

Reason: In the interests of safeguarding the existing road corridor.

- 17 No works on public highway as a result of the proposed development shall be carried out until detailed design drawings have been submitted and approved by the Highway Authority and works shall only be carried out in accordance with the approved plans.

The applicant will be expected to enter into with the Highways Authority under Section 278 Agreement of the Highways Act, for works affecting public highway including creation of new accesses and reinstatement of the existing accesses and consequential damage to public highway as a result of the proposed development.

Reason: To ensure that the works on public highway are carried out to the satisfaction of the highway authority in the interest of highway safety in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

- 18 The use of the land for vehicle parking shall not be commenced until the area has been laid out, surfaced and drained in accordance with details submitted to and approved in writing by the Local Planning Authority and shall be permanently maintained thereafter to the Authority's satisfaction.

Reason: To ensure that adequate and satisfactory provision is made for the parking of vehicles in the interests of pedestrian and highway safety and the free flow of traffic in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

- 19 Prior to commencement of the development details of the vehicular sight line to the either side of the proposed site access with the Public highway shall be submitted to and approved in writing by the Local planning Authority. The access is thereafter is to be constructed in accordance with the approved details and be maintained free of all obstructions over a height of 0.6 metre above the level of the adjoining highway.

Reason: In the interests of highway and pedestrian safety in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

- 20 Prior to commencement of the development details of the vehicular sight line to the either side of the proposed site access with the Public highway shall be submitted to and approved in writing by the Local planning Authority. The access is thereafter is to be constructed in accordance with the approved details and be maintained free of all obstructions over a height of 0.6 metre above the level of the adjoining highway.

Reason: In the interests of highway and pedestrian safety in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

- 21 Prior to the first occupation of the new dwellinghouse(s) (Use Class C3) hereby approved they shall all have been constructed to have 100% of the water supplied to them by the mains water infrastructure provided through a water meter or water meters and each new dwelling shall be constructed to include water saving and efficiency measures that comply with Regulation 36(2)(b) of Part G 2 of the Building Regulations to ensure that a maximum of 105 litres of water is consumed per person per day with a fittings based approach should be used to determine the water consumption of the proposed development. The development shall be maintained as such in perpetuity thereafter.

Reason: To encourage the efficient use of water in accordance with policy CS13 of the Barnet Core Strategy (2012) and Policy 5.15 of the March 2016 Minor Alterations to the London Plan and the 2016 Mayors Housing SPG.

- 22 a) Notwithstanding the details submitted with the application and otherwise hereby approved, no development other than demolition works shall take place until details of (i) A Refuse and Recycling Collection Strategy, which includes details of the collection arrangements and whether or not refuse and recycling collections would be carried out by the Council or an alternative service provider, (ii) Details of the enclosures, screened facilities and internal areas of the proposed building to be used for the storage of recycling containers, wheeled refuse bins and any other refuse storage containers where applicable, and (iii) Plans showing satisfactory

points of collection for refuse and recycling, have been submitted to and approved in writing by the Local Planning Authority.

b) The development shall be implemented and the refuse and recycling facilities provided in full accordance with the information approved under this condition before the development is first occupied and the development shall be managed in accordance with the information approved under this condition in perpetuity once occupation of the site has commenced.

Reason: To ensure a satisfactory appearance for the development and satisfactory accessibility; and to protect the amenities of the area in accordance with Policy CS14 of the Local Plan Core Strategy (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012) and the Sustainable Design and Construction SPD (adopted October 2016).

Informative(s):

- 1 In accordance with paragraphs 38-57 of the NPPF, the Local Planning Authority (LPA) takes a positive and proactive approach to development proposals, focused on solutions. The LPA has produced planning policies and written guidance to assist applicants when submitting applications. These are all available on the Council's website. A pre-application advice service is also offered and the Applicant engaged with this prior to the submissions of this application. The LPA has negotiated with the applicant/agent where necessary during the application process to ensure that the proposed development is in accordance with the Development Plan.
- 2 The applicant is advised to engage a qualified kitchen extraction consultant to advise on the scheme, including the specifications of any materials, construction, fittings and equipment necessary to achieve satisfactory smoke and odour control. Please note that:
 - Flue(s) must be 1.5 m* above eaves or any open able windows in the vicinity (within 20 metres of the flue) if there are sensitive premises in the vicinity. The final discharge must be vertically upwards. There should be no hat or cowl on the top of the flue. If flues are to be attached to neighbouring noise/vibration sensitive premises they must incorporate anti-vibration mounts, flexible couplings and silencers. *If the flue is in a Conservation area then this height may be reduced to 1m above eaves.
 - The assessment and report on the noise impacts of a development should use methods of measurement, calculation, prediction and assessment of noise levels and impacts that comply with the following standards, where appropriate: DEFRA Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems (DEFRA, January 2005); DEFRA Odour Guidance for Local Authorities

(DEFRA, March 2010). Please note that in addition to the above, consultants should refer to the most relevant and up to date guidance and codes of practice if not already listed in the above list.

- 3 The applicant is advised to engage a qualified acoustic consultant to advise on the scheme, including the specifications of any materials, construction, fittings and equipment necessary to achieve satisfactory internal noise levels in this location.

In addition to the noise control measures and details, the scheme needs to clearly set out the target noise levels for the habitable rooms, including for bedrooms at night, and the levels that the sound insulation scheme would achieve.

The Council's Sustainable Design and Construction Supplementary Planning Document requires that dwellings are designed and built to insulate against external noise so that the internal noise level in rooms does not exceed 30dB(A) expressed as an Leq between the hours of 11.00pm and 7.00am, nor 35dB(A) expressed as an Leq between the hours of 7.00am and 11.00pm (Guidelines for Community Noise, WHO). This needs to be considered in the context of room ventilation requirements.

The details of acoustic consultants can be obtained from the following contacts: a) Institute of Acoustics and b) Association of Noise Consultants.

The assessment and report on the noise impacts of a development should use methods of measurement, calculation, prediction and assessment of noise levels and impacts that comply with the following standards, where appropriate:

- 1) BS 7445(2003) Pt 1, BS7445 (1991) Pts 2 & 3 - Description and measurement of environmental noise;
- 2) BS 4142:2014 - Method for rating industrial noise affecting mixed residential and industrial areas;
- 3) BS 8223: 2014 - Guidance on sound insulation and noise reduction for buildings: code of practice;
- 4) Department of Transport: Calculation of road traffic noise (1988);
- 5) Department of Transport: Calculation of railway noise (1995);
- 6) National Planning Policy Framework (2012)/ National Planning Policy Guidance (2014).

Please note that in addition to the above, consultants should refer to the most relevant and up to date guidance and codes of practice if not already listed in the above list.

- 4 . Tree and shrub species selected for landscaping/replacement planting provide long term resilience to pest, diseases and climate change. The diverse range of species and variety will help prevent rapid spread of any disease. In addition to this, all trees, shrubs and herbaceous plants must adhere to basic bio-security measures to prevent accidental release of pest and diseases and must follow the guidelines below.

"An overarching recommendation is to follow BS 8545: Trees: From Nursery to independence in the Landscape. Recommendations and that in the interest of Bio-security, trees should not be imported directly from European suppliers and planted straight into the field, but spend a full growing season in a British nursery to ensure plant health and noninfection by foreign pests or disease. This is the appropriate

measure to address the introduction of diseases such as Oak Processionary Moth and Chalara of Ash. All trees to be planted must have been held in quarantine."

- 5 The applicant is advised that any development or conversion which necessitates the removal, changing, or creation of an address or addresses must be officially registered by the Council through the formal 'Street Naming and Numbering' process.

The London Borough of Barnet is the Street Naming and Numbering Authority and is the only organisation that can create or change addresses within its boundaries. Applications are the responsibility of the developer or householder who wish to have an address created or amended.

Occupiers of properties which have not been formally registered can face a multitude of issues such as problems with deliveries, rejection of banking / insurance applications, problems accessing key council services and most importantly delays in an emergency situation.

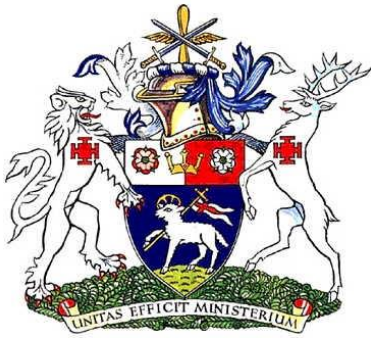
Further details and the application form can be downloaded from: <http://www.barnet.gov.uk/naming-and-numbering-applic-form.pdf> or requested from the Street Naming and Numbering Team via street.naming@barnet.gov.uk or by telephoning 0208 359 4500.

**Signature of Officer
with Delegated
Authority**

A handwritten signature in black ink, appearing to read "Heidi Euzger". The signature is stylized with a long, sweeping horizontal line at the top and several vertical strokes below it.

Planning Manager

Heidi Euzger,



Planning Committee

14th January 2020

Title	Brownfield Land Register
Report of	Deputy Chief Executive
Wards	All
Status	Public
Urgent	No
Key	Yes
Enclosures	Appendix A – Brownfield Land Register
Officer Contact Details	Nick Lynch – Planning Policy Manager 020 8359 4211 Nick.lynch@barnet.gov.uk

Summary

The Housing and Planning Act 2016 introduced a requirement for local planning authorities to produce a register of particular kinds of land. This was reinforced by The Town and Country Planning (Brownfield Land Register) Regulations 2017, which now requires local planning authorities to prepare, maintain and publish registers of previously, developed (brownfield) land. The Council published the first Barnet Brownfield Land Register in December 2017 and updated this in December 2018. Regulations stipulate that local planning authorities review their registers at least once a year.

The Council has updated the Brownfield Land Register adding sites of at least 0.25 hectares or capable of supporting at least 5 dwellings and that they are suitable, available and achievable. It is recommended that the Brownfield Land Register only includes sites within Part 1 with either an extant unimplemented planning permission for residential use or Local Plan residential site allocation. There are no entries included in Part 2 as to date no sites have been granted Permission in Principle.

Recommendation

That Planning Committee approves the updated 2019 Brownfield Land Register (BLR) for publication.

1. WHY THIS REPORT IS NEEDED

- 1.1 The Town and Country Planning (Brownfield Land Register) Regulations 2017 (“Regulations”) introduced a new requirement on local planning authorities to prepare, maintain and publish registers of previously developed¹ (brownfield) land. The Council published its first Register in December 2017 and updated this in December 2018. Regulation 17 requires local planning authorities to review their registers at least once a year.
- 1.2 Part 1 of a Brownfield Land Register (“the Register”) can include sites with extant full planning permission, outline planning permission and also sites without planning permission deemed suitable for residential development. Although not mandatory to include, any sites entered in Part 2 of the Register comprise a subset of those in Part 1 and that, by virtue of their inclusion, are granted ‘Permission in Principle’ for residential development.
- 1.3 The Council is required to include sites in the Register that it considers meet criteria in the Regulations². Sites should be at least 0.25 hectares in size or capable of supporting at least 5 dwellings and suitable, available and achievable for residential development.
- 1.4 The following methodology is used in site selection for Part 1 of the Register –
- i) Sites with planning consent as part of the London Development Database (LDD) in November 2019 that have not yet been completed and meet the above criteria have been included
 - ii) Undeveloped residential site proposals which form part of Barnet’s Housing Trajectory by virtue of allocations in Development Plan Documents (Mill Hill East and Colindale Area Action Plans), Supplementary Planning Documents, Town Centre Frameworks / Strategies and Planning Briefs have been reviewed and where meeting the Regulations criteria, have been included. All of these sites are considered suitable, available and achievable.
- 1.5 This Register is in the prescribed format set out in the MHCLGs Brownfield Land Register Data Standard. For sites of 0.25 ha or more the best available information is used to ascertain if they are ‘deliverable’. The Council will continue to gather intelligence on these sites when updating the Register.
- 1.6 Smaller sites of less than 0.25 ha sites where planning permission has been granted for 5 or more residential units have also been included in the Register

¹ As defined in annex 2 of the NPPF

² These criteria are set out in Regulation 4 of [The Town and Country Planning \(Brownfield Land Register\) Regulations 2017](#)

based on the assumption that they are likely to be completed within the next five years. Details of Part 1 sites are attached at Appendix A.

- 1.7 In August 2018 the Council completed a 12 month Call for Sites exercise to inform site selection for the new Local Plan. Barnet's Local Plan (Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012) will be published for public consultation in January 2020. The majority of sites promoted through this exercise are residential led proposals on previously developed land. However, the Council consider it to be premature at this stage to use the Register to promote new housing sites and include these sites as they have not yet been allocated in a local development plan document or gone through public consultation and are therefore not yet suitable for residential development and thus do not meet the criteria under the regulation. Site selection for inclusion in the Local Plan requires that a thorough, consistent, transparent and robust assessment is undertaken of all known potential sites. This is neither possible nor, for the reasons explained above, considered desirable to undertake during the production of and consultation on the Regulation 18 Local Plan.
- 1.8 Therefore, based on the above methodology and reasoning, Part 1 of the 2019 Register contains 85 sites, all of which have been in the public domain for some time. The majority of these sites already have planning permission and a number are under construction. The largest proportion of this capacity is from Brent Cross, Colindale and Mill Hill East growth areas.

2 REASONS FOR RECOMMENDATIONS

- 2.1 As set out above it is recommended that entries included in Part 1 of the 2019 Register remain limited to those sites with an existing Local Plan allocation and/or extant residential led planning consent.

3 ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Not to approve publication of the updated Register. Failure to update the Register within a year of it's previous approval would be in breach of the Regulations³ which stipulate that the Register should be reviewed at least every 12 months.
- 3.2 To publish the Register subject to amendments. It is strongly advised not to add additional sites to the Register because of the relationship with Local Plan proposals and the robust site selection process that this necessitates.

4 POST DECISION IMPLEMENTATION

- 4.1 Publication of the initial Register in December 2017 provided the basis for applications to be submitted for Permission in Principle (PiP). Following formal notification and consultation in accordance with Regulations the Council would

³ The Town and Country planning (Brownfield Land Register) regulations 2017 - Regulation 3(2) refers

be able to add suitable PiP sites to Part 2 of the BLR. No applications for PiP have been submitted in Barnet since publication of the initial Register.

5 IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

5.1.1 The Brownfield Register helps to support delivery of the Corporate Plan 2019-2024, particularly the following stated corporate priority:

- Ensuring decent quality housing that buyers and renters can afford, prioritising Barnet residents
- Responsible delivery of our major regeneration schemes to create better places to live and work, whilst protecting and enhancing the borough

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

5.2.1 The cost for producing the Register will be contained within existing resources.

5.3 Social Value

5.3.1 The Public Services (Social Value) Act 2012 requires people who commission public services to consider how they can also secure wider social, economic and environmental benefits.

5.3.2 Through the use of the Brownfield Register social and economic benefits will principally be secured through opportunities to increase housing delivery (including affordable housing) and make more efficient use of previously developed land. Focusing housing development on brownfield rather than greenfield sites will help to protect Barnet's Green Belt and Metropolitan Open Land. New homes will be energy efficient and designed in accordance with Council guidance on Sustainable Design and Construction.

5.4 Legal and Constitutional References

5.4.1 The requirement for all local planning authorities to publish a Brownfield Land Register and update at least annually is stipulated in the Regulations.⁴ Details on publication of the Register are set out above.

5.4.2 Under Article 7 of the Council's Constitution the functions of the Planning Committee include: To consider additions, deletions or amendments to the entries in the Council's Register, including any referrals from the Area Planning Committees, and conduct any other functions related to the Register.

5.5 Risk Management

5.5.1 Limiting site entries in the Register to those with an extant planning permission for residential use is considered to pose the least risk of subsequent challenge. Including sites in the Register without extant planning permission could be seen as prejudicial to the consideration of residential site allocations included in the new Local Plan, and potentially result in a legal challenge. It is important

⁴ Regulation 3(2) refers

therefore that the identification of sites in both the BLR and Local Plan is arrived at through a consistent and transparent process and following a robust assessment.

5.5.2 To date the Council has not received any requests to grant Permission in Principle. Any requests received must be subject to notification and consultation procedures set out in The Town and Country Planning (Permission in Principle) Order 2017 and the Regulations prior to consideration being given to entering in Part 2 of the BLR.

5.6 Equalities and Diversity

5.6.1 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.

5.6.2 Register sites are determined by regulatory criteria. Part 1 of the Register has no statutory weight in either decision taking or plan making. At present there are no sites in Part 2 of the Register (which grants PiP). Sites coming forward for planning permission may require a more detailed equalities and diversity assessment relating to the specifics of the site and development in question. Officers consider that there are no specific equality and diversity implications arising from production of this Register.

5.7 Consultation and Engagement

5.7.1 There is no express statutory requirement to consult on Part 1 of the Register.

6 BACKGROUND PAPERS

- Planning Committee 14th December 2017 - Brownfield Land Register 2017
<http://barnet.moderngov.co.uk/documents/s44001/171214%20Brownfield%20land%20Register%20Report%20-%20Planning%20Committee%20Report%2014th%20Dec.2.pdf>
- Planning Committee 11th December 2018 – Brownfield Land Register 2018

<https://barnet.moderngov.co.uk/documents/s50120/Brownfield%20Land%20Register.pdf>

- The Town and Country Planning (Brownfield Land Register) Regulations 2017⁵ <http://www.legislation.gov.uk/uksi/2017/403/contents/made>
- The Town and Country Planning (Permission in Principle) Order 2017⁶ <http://www.legislation.gov.uk/uksi/2017/402/made/data.pdf>
- Planning Practice Guidance Brownfield land registers published 28th July 2017 <https://www.gov.uk/guidance/brownfield-land-registers>
- Planning Practice Guidance Permission in principle published 28th July 2017 <https://www.gov.uk/guidance/permission-in-principle>
- Brownfield Land Registers Data Standard: preparing and publishing a register – July 2017 <https://www.gov.uk/government/publications/brownfield-land-registers-data-standard>

⁵ Regulations require local planning authorities to prepare, maintain and publish registers of brownfield land suitable for residential development

⁶ Order enables local authorities to grant permission in principle on suitable sites in their registers

OrganisationURI	OrganisationLabel	SiteReference	SiteNameAddress	SiteplanURL	Coordinate ReferenceSystem	GeoX	GeoY	Hectares	OwnershipStatus	PlanningStatus	MinNet Dwellings	FirstAdded Date	LastUpdated Date	Ward
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	16/7101/FUL	Sir Thomas Lipton Memorial Hospital, Osidge, 151 Chase Side, Southgate, London, N14 5HE	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	529026	194545	2.002		permissio	30	26/11/2019	26/11/2019	Brunswick Park
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	16/3377/FUL	Garages Off Linden Road And Pine Road, London, N11 1ER	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	528035	193911	0.08		permissio	6	26/11/2019	26/11/2019	Brunswick Park
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	North London Business Park Planning Brief 2016	North London Business Park	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	-0.151803	51.625913	16.49	not owned by a public authority	not permissio	1000	26/11/2019	26/11/2019	Brunswick Park
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	15/04442/FUL	Imperial House, The Hyde, London, NW9 5AL	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	520621	189957	0.348		permissio	81	26/11/2019	26/11/2019	Burnt Oak
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	F/04474/14	Granville Road Estate, Granville Road, Childs Hill London, NW2	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	524786	186629	2.323		permissio	132	26/11/2019	26/11/2019	Childs Hill
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	15/05969/FUL	Church Walk House, Church Walk, London, NW2 2TJ	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	524959	186257	0.42		permissio	35	26/11/2019	26/11/2019	Childs Hill
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	17/2690/PNO	220 The Vale, London, NW11 8SR	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	523959	186425	0.035		permissio	14	26/11/2019	26/11/2019	Childs Hill
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	17/0233/FUL	194 - 196 Cricklewood Broadway, London	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	523761	185820	0.612		permissio	97	26/11/2019	26/11/2019	Childs Hill
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	14/07064/FUL	Buildings D3 To D8, Beaufort Park, Aerodrome Road, Colindale, NW9	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	522064	189874	0.81		permissio	237	26/11/2019	26/11/2019	Colindale
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	H/05828/14	Homebase, Rookery Way, London, NW9 6SS	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	521604	188746	1.44		permissio	387	26/11/2019	26/11/2019	Colindale
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	W01731JS/04	Grahame Park Estate - Bounded By Lanacre Avenue To The West, Grahame Park Way To The South And Field Mead To The North London NW9	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	521650	190812	34		permissio	2977	26/11/2019	26/11/2019	Colindale
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	W00198AA/04	Former Raf East Camp Site, Aerodrome Road, Grahame Park Way, London NW9	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	521891	189978	10		permissio	2800	26/11/2019	26/11/2019	Colindale
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	H/04753/14	Peel Centre, Peel Drive, Colindale, London, NW9 5JE	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	521806	189735	15.961		permissio	2900	26/11/2019	26/11/2019	Colindale

http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	H/05833/14	126 Colindale Avenue, London, NW9 5HD	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	521225	189787	0.204		permitted	35	26/11/2019	26/11/2019	Colindale
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	16/6222/FUL	Land Behind Sheaveshill Court , The Hyde, London, NW9 6SJ	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	521094	189311	1.632		permitted	34	26/11/2019	26/11/2019	Colindale
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	17/5534/PNO	Colindale Telephone Exchange, The Hyde, London, NW9 6LB	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	521633	188697	1.007		permitted	220	26/11/2019	26/11/2019	Colindale
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	Colindale AAP 2010	McDonalds Site, 157 Colindeep Lane	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	-0.25501	51.591038	0.50	not owned by a public authority	not permitted	175	26/11/2019	26/11/2019	Colindale
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	Colindale AAP 2010	Burger King/ Eyeland Site NW9 5EB	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	-0.258575	51.593726	0.40	not owned by a public authority	not permitted	162	26/11/2019	26/11/2019	Colindale
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	Colindale AAP 2010	Middlesex University Halls	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	-0.228441	51.589714	2.66	not owned by a public authority	not permitted	190	26/11/2019	26/11/2019	Colindale
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	Colindale AAP 2010	Merit House, Edgware Road, NW9 5AB	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	-0.258746	51.59416	1.00	not owned by a public authority	not permitted	180	26/11/2019	26/11/2019	Colindale
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	Colindale AAP 2010	Kwik Fit, The Hyde	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	-0.257853	51.59296	0.10	not owned by a public authority	not permitted	60	26/11/2019	26/11/2019	Colindale
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	B/04834/14	Land Formerly Known As British Gas Works Albert Road, Albert Road, Barnet, Herts	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	526477	196498	2.2		permitted	305	26/11/2019	26/11/2019	East Barnet
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	B/02366/13	11-13 Approach Road, Barnet, Herts, EN4 8FG	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	526539	196082	0.068		permitted	15	26/11/2019	26/11/2019	East Barnet
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	16/3262/FUL	Land Adjacent To 106 -128 Mount Pleasant And 27-37 Langford Road , Barnet, EN4 9HG	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	527460	196460	0.424		permitted	12	26/11/2019	26/11/2019	East Barnet
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	New Barnet Town Centre Framework 2010 - Site 3	Sainsburys, East Barnet Road	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	-0.171474	51.64943	1.02	not owned by a public authority	not permitted	199	26/11/2019	26/11/2019	East Barnet
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	17/1409/FUL	Land Adj To 1 - 12 Norfolk Close, London, N2 8ET	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	527090	189752	0.039		permitted	8	26/11/2019	26/11/2019	East Finchley
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	17/3301/FUL	Viceroy Court Car Park, East End Road, London, N2 8AU	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	527220	189482	0.089		permitted	8	26/11/2019	26/11/2019	East Finchley

http://opendatacommunities.org/id/ondon-borough-council/barnet	Barnet London Borough Council	H/05563/14	2 Ashcombe Gardens, Edgware, Middx, HA8 8HS	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	519232	192804	0.079	permitted	6	26/11/2019	26/11/2019	Edgware	
http://opendatacommunities.org/id/ondon-borough-council/barnet	Barnet London Borough Council	15/01294/PNO	42-46 Station Road, Edgware, Middlesex, HA8 7ZZ	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	519359	191702	0.025	permitted	8	26/11/2019	26/11/2019	Edgware	
http://opendatacommunities.org/id/ondon-borough-council/barnet	Barnet London Borough Council	15/03137/FUL	Land At Broadfields Primary School, Roseberry Drive, Edgware, HA8 8JP	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	519584	193723	2.05	permitted	112	26/11/2019	26/11/2019	Edgware	
http://opendatacommunities.org/id/ondon-borough-council/barnet	Barnet London Borough Council	16/0112/FUL	102-124 Station Road And Car Park To Rear, Edgware, Middlesex, HA8 7BJ	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	519418	191763	0.6	permitted	123	26/11/2019	26/11/2019	Edgware	
http://opendatacommunities.org/id/ondon-borough-council/barnet	Barnet London Borough Council	17/1065/FUL	80 The Grove, Edgware, HA8 9QB	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	519846	192865	0.196	permitted	6	26/11/2019	26/11/2019	Edgware	
http://opendatacommunities.org/id/ondon-borough-council/barnet	Barnet London Borough Council	18/2839/FUL	Land At The Rectory, Rectory Lane, Edgware, HA8 7LG	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	519416	192111	0.339	permitted	52	26/11/2019	26/11/2019	Edgware	
http://opendatacommunities.org/id/ondon-borough-council/barnet	Barnet London Borough Council	Edgware Town Centre Framework 2013	Edgware Forumside	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	-0.278344	51.61077	1.00	not owned by a public authority	not permitted	240	26/11/2019	26/11/2019	Edgware
http://opendatacommunities.org/id/ondon-borough-council/barnet	Barnet London Borough Council	16/3417/PNO	Dove House, Gadd House And Cooper House, Arcadia Avenue, London, N3 2JU	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	525121	190496	0.21	permitted	88	26/11/2019	26/11/2019	Finchley Church End	
http://opendatacommunities.org/id/ondon-borough-council/barnet	Barnet London Borough Council	17/0047/PNO	298 - 304 Regents Park Road, London, N3 2SZ	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	525078	190448	0.531	permitted	130	26/11/2019	26/11/2019	Finchley Church End	
http://opendatacommunities.org/id/ondon-borough-council/barnet	Barnet London Borough Council	F/05720/14	Dryades, The Bishops Avenue, London, N2 0BA	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	526881	188282	0.49	permitted	9	26/11/2019	26/11/2019	Garden Suburb	
http://opendatacommunities.org/id/ondon-borough-council/barnet	Barnet London Borough Council	F/04857/14	The Towers, The Bishops Avenue And 1-5 Arden Court Gardens, London, N2 0BJ	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	526887	188079	1.67	permitted	44	26/11/2019	26/11/2019	Garden Suburb	
http://opendatacommunities.org/id/ondon-borough-council/barnet	Barnet London Borough Council	F/01413/13	R/O 698 Finchley Road, London, NW11 7NE	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	525091	187930	0.036	permitted	9	26/11/2019	26/11/2019	Garden Suburb	
http://opendatacommunities.org/id/ondon-borough-council/barnet	Barnet London Borough Council	15/00720/RMA	Land Off Brent Terrace, London, NW2, (The Brent Terrace Triangles)	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	523450	186817	0.77	permitted	47	26/11/2019	26/11/2019	Golders Green	
http://opendatacommunities.org/id/ondon-borough-council/barnet	Barnet London Borough Council	F/01932/11	Former Parcel Force Depot, Geron Way, London, NW2	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	523231	186615	1.6	permitted	230	26/11/2019	26/11/2019	Golders Green	

http://opendatacommunities.org/id/ondon-borough-council/barnet	Barnet London Borough Council	16/3806/FUL	290-294 Golders Green Road, London, NW11 9PY	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	524177	188326	0.42	permitted	60	26/11/2019	26/11/2019	Golders Green
http://opendatacommunities.org/id/ondon-borough-council/barnet	Barnet London Borough Council	17/6662/RMA	Brent Cross Cricklewood Regeneration Area, North West London	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	523359	187350	0.77	permitted	292	26/11/2019	26/11/2019	Golders Green
http://opendatacommunities.org/id/ondon-borough-council/barnet	Barnet London Borough Council	15/03138/FUL	Land Adjacent Northway And Fairway Primary School, The Fairway, Mill Hill, London, NW7 3HS	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	520783	193503	1.8	permitted	120	26/11/2019	26/11/2019	Hale
http://opendatacommunities.org/id/ondon-borough-council/barnet	Barnet London Borough Council	16/7594/FUL	The Vicarage , Deans Lane, Edgware, HA8 9NT	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	520481	192102	0.275	permitted	9	26/11/2019	26/11/2019	Hale
http://opendatacommunities.org/id/ondon-borough-council/barnet	Barnet London Borough Council	H/03301/14	73-77 Brent Street, London, NW4 2EA	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	523373	188988	0.032	permitted	9	26/11/2019	26/11/2019	Hendon
http://opendatacommunities.org/id/ondon-borough-council/barnet	Barnet London Borough Council	17/2709/FUL	Craymere Cottage And Fordfield Cottage, 9-11 Parson Street, London, NW4 1QE	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	523282	189469	0.02	permitted	6	26/11/2019	26/11/2019	Hendon
http://opendatacommunities.org/id/ondon-borough-council/barnet	Barnet London Borough Council	16/2466/FUL	Brake Shear House, 164 High Street, Barnet, EN5 5XP	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	524550	196758	0.398	permitted	40	26/11/2019	26/11/2019	High Barnet
http://opendatacommunities.org/id/ondon-borough-council/barnet	Barnet London Borough Council	15/06410/FUL	Land At 1-7 Moxon Street And At 44 Tapster Street Including Land To The Rear Of 1-11 Moxon Street And Opposite The Old Printworks, Barnet, EN5 5TY	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	524567	196557	0.17	permitted	12	26/11/2019	26/11/2019	High Barnet
http://opendatacommunities.org/id/ondon-borough-council/barnet	Barnet London Borough Council	15/03115/PNO	Ocean House, R/O 2-24 Lytton Road, Barnet, EN5 5BY	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	526387	196252	0.15	permitted	29	26/11/2019	26/11/2019	High Barnet
http://opendatacommunities.org/id/ondon-borough-council/barnet	Barnet London Borough Council	H/01721/11	551 Watford Way, London, NW7 2PU	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	521855	191561	0.27	permitted	9	26/11/2019	26/11/2019	Mill Hill
http://opendatacommunities.org/id/ondon-borough-council/barnet	Barnet London Borough Council	H/04017/09	Inglis Barracks, Mill Hill, London, NW7 1PX	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	523847	191996	24.23	permitted	2174	26/11/2019	26/11/2019	Mill Hill
http://opendatacommunities.org/id/ondon-borough-council/barnet	Barnet London Borough Council	15/06417/OUT	Milbrook Park, Mill Hill, London, NW7 1SJ	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	524204	191458	0.42	permitted	66	26/11/2019	26/11/2019	Mill Hill
http://opendatacommunities.org/id/ondon-borough-council/barnet	Barnet London Borough Council	17/3796/FUL	141-143 Dollis Road, London, NW7 1JX	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	524260	191109	0.278	permitted	26	26/11/2019	26/11/2019	Mill Hill
http://opendatacommunities.org/id/ondon-borough-council/barnet	Barnet London Borough Council	B/06116/13	1060A-1072 High Road, London, N20 0QP	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	526430	193338	0.578	permitted	56	26/11/2019	26/11/2019	Oakleigh

http://opendatacommunities.org/id/ondon-borough-council/barnet	Barnet London Borough Council	17/3106/FUL	Development Site East Of 23 Formerly Known As 25, Oakleigh Road North, London, N20 9HE	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	526519	193973	0.056	permitted	9	26/11/2019	26/11/2019	Oakleigh	
http://opendatacommunities.org/id/ondon-borough-council/barnet	Barnet London Borough Council	18/5067/PNO	Kingmaker House, Station Road, Barnet, EN5 1NZ	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	526326	196092	0.26	permitted	94	26/11/2019	26/11/2019	Oakleigh	
http://opendatacommunities.org/id/ondon-borough-council/barnet	Barnet London Borough Council	B/04309/14	Land Between Sweets Way And Oakleigh Road North, London, N20	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	526549	193822	6.07	permitted	288	26/11/2019	26/11/2019	Totteridge	
http://opendatacommunities.org/id/ondon-borough-council/barnet	Barnet London Borough Council	14/07670/FUL	1201 High Road, London, N20 0PD	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	526398	193746	0.95	permitted	124	26/11/2019	26/11/2019	Totteridge	
http://opendatacommunities.org/id/ondon-borough-council/barnet	Barnet London Borough Council	17/1313/PNO	Barnet House, 1255 High Road, London, N20 0EJ	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	526405	193867	0.624	permitted	254	26/11/2019	26/11/2019	Totteridge	
http://opendatacommunities.org/id/ondon-borough-council/barnet	Barnet London Borough Council	17/5615/FUL	Friern Court, Friern Barnet Lane, London, N20 0NJ	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	526626	193421	0.422	permitted	11	26/11/2019	26/11/2019	Totteridge	
http://opendatacommunities.org/id/ondon-borough-council/barnet	Barnet London Borough Council	18/6390/FUL	Myddleton Tennis Club, 1060 High Road, London, N20 0QP	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	526429	193295	0.283	permitted	8	26/11/2019	26/11/2019	Totteridge	
http://opendatacommunities.org/id/ondon-borough-council/barnet	Barnet London Borough Council	15/03139/FUL	Land Adjacent To Whitings Hill Primary School, Whitings Road, Barnet, EN5 2QY	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	523367	195631	0.66	permitted	33	26/11/2019	26/11/2019	Underhill	
http://opendatacommunities.org/id/ondon-borough-council/barnet	Barnet London Borough Council	B/00354/13	Dollis Valley Estate, Including Former Barnet Hill School, Barnet South Community Association Hall And 131-135 Mays Lane, Barnet, EN5	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	524622	195695	10.36	permitted	631	26/11/2019	26/11/2019	Underhill	
http://opendatacommunities.org/id/ondon-borough-council/barnet	Barnet London Borough Council	Chipping Barnet Town Centre Strategy 2013	Marie Foster, Wood Street, EN5 4BS	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	-0.204056	51.652721	1.00	owned by a public authority	not permitted	100	26/11/2019	26/11/2019	Underhill
http://opendatacommunities.org/id/ondon-borough-council/barnet	Barnet London Borough Council	15/02178/PNO	354 Ballards Lane, London, N12 0EH	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	526333	192065	0.018	permitted	8	26/11/2019	26/11/2019	West Finchley	
http://opendatacommunities.org/id/ondon-borough-council/barnet	Barnet London Borough Council	15/02177/PNO	Apex House, Grand Arcade, London, N12 0EH	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	526376	192072	0.03	permitted	8	26/11/2019	26/11/2019	West Finchley	
http://opendatacommunities.org/id/ondon-borough-council/barnet	Barnet London Borough Council	17/5180/FUL	105A Ballards Lane, London, N3 1XY	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	525476	191064	0.107	permitted	10	26/11/2019	26/11/2019	West Finchley	
http://opendatacommunities.org/id/ondon-borough-council/barnet	Barnet London Borough Council	Finchley Church End Town Centre Strategy 2012 - Site 5	Finchley Central Station Car Park	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	-0.190755	51.600442	0.90	owned by a public authority	not permitted	556	26/11/2019	26/11/2019	West Finchley

http://opendatacommunities.org/id/ondon-borough-council/barnet	Barnet London Borough Council	Finchley Church End Town Centre Strategy 2012 - Site 8	Tesco, 21-67 Ballards Lane	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	-0.192257	51.603343	0.84	not owned by a public authority	not permitted	170	26/11/2019	26/11/2019	West Finchley
http://opendatacommunities.org/id/ondon-borough-council/barnet	Barnet London Borough Council	North Finchley SPD Site 1	Tally Ho Triangle & Artsdepot	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	-0.176152	51.613174	1.15	mixed	not permitted	281	26/11/2019	26/11/2019	West Finchley
http://opendatacommunities.org/id/ondon-borough-council/barnet	Barnet London Borough Council	North Finchley SPD 2018 Site 2	307-319 Ballard's Lane North Finchley N12 8LY	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	-0.17818	51.613017	0.43	not owned by a public authority	not permitted	130	26/11/2019	26/11/2019	West Finchley
http://opendatacommunities.org/id/ondon-borough-council/barnet	Barnet London Borough Council	North Finchley SPD 2018 Site 3	Finchley House, High Rd & Kingsway North Finchley N12 0BT	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	-0.176381	51.612153	0.28	not owned by a public authority	not permitted	34	26/11/2019	26/11/2019	West Finchley
http://opendatacommunities.org/id/ondon-borough-council/barnet	Barnet London Borough Council	North Finchley SPD 2018 Site 6	799-811 High Rd North Finchley & Lodge Lane Carpark, N12 8JT	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	-0.177913	51.616448	0.81	mixed	not permitted	132	26/11/2019	26/11/2019	West Finchley
http://opendatacommunities.org/id/ondon-borough-council/barnet	Barnet London Borough Council	16/3265/PNO	110 - 124 West Hendon Broadway, London, NW9 7AA	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	522297	187746	0.28		permitted	22	26/11/2019	26/11/2019	West Hendon
http://opendatacommunities.org/id/ondon-borough-council/barnet	Barnet London Borough Council	15/00750/FUL	Upper Welsh Harp, 117-125 West Hendon Broadway, London, NW9 7BP	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	522162	187787	0.264		permitted	43	26/11/2019	26/11/2019	West Hendon
http://opendatacommunities.org/id/ondon-borough-council/barnet	Barnet London Borough Council	H/01054/13	West Hendon Estate, West Hendon, London, NW9	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	521949	188068	12.99		permitted	2000	26/11/2019	26/11/2019	West Hendon
http://opendatacommunities.org/id/ondon-borough-council/barnet	Barnet London Borough Council	17/2355/PNO	1,3,4 And 5 The Exchange, Brent Cross Gardens, London, NW4 3RJ	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	523540	188002	0.309		permitted	89	26/11/2019	26/11/2019	West Hendon
http://opendatacommunities.org/id/ondon-borough-council/barnet	Barnet London Borough Council	17/2963/RMA	Brent Cross Cricklewood Regeneration Area, London, NW4	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	523181	187889	0.69		permitted	52	26/11/2019	26/11/2019	West Hendon
http://opendatacommunities.org/id/ondon-borough-council/barnet	Barnet London Borough Council	17/2581/PNO	242 - 246 Ballards Lane, London, N12 0EP	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	526042	191644	0.074		permitted	5	26/11/2019	26/11/2019	Woodhouse
http://opendatacommunities.org/id/ondon-borough-council/barnet	Barnet London Borough Council	17/0594/FUL	744 High Road, London, N12 9QG	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	526375	192241	0.028		permitted	8	26/11/2019	26/11/2019	Woodhouse
http://opendatacommunities.org/id/ondon-borough-council/barnet	Barnet London Borough Council	17/6150/PNO	Broomhills, Woodside Lane, London, N12 8RB	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	526278	193123	0.051		permitted	9	26/11/2019	26/11/2019	Woodhouse
http://opendatacommunities.org/id/ondon-borough-council/barnet	Barnet London Borough Council	17/0786/PNO	869 High Road, London, N12 8QA	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	526301	192627	0.037		permitted	10	26/11/2019	26/11/2019	Woodhouse

http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	North Finchley SPD 2018 Site 4	East Wing Building, 672-708 High Rd North Finchley N12 9PT/9QL	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	-0.175218	-0.175218	0.56	not owned by a public authority	not permitted	125	26/11/2019	26/11/2019	Woodhouse
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	North Finchley SPD 2018 Site 5	744-776 High Rd North Finchley N12 9QG/9QS	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	-0.175924	-0.175924	0.61	not owned by a public authority	not permitted	175	26/11/2019	26/11/2019	Woodhouse

This page is intentionally left blank