

MEETING

STRATEGIC PLANNING COMMITTEE

DATE AND TIME

THURSDAY 11TH NOVEMBER, 2021

AT 7.00 PM

VENUE

HENDON TOWN HALL

TO: MEMBERS OF STRATEGIC PLANNING COMMITTEE (Quorum 3)

Chairman: Councillor Eva Greenspan
Vice Chairman: Councillor Melvin Cohen LLB

Councillors

Golnar Bokaei	Reuben Thompstone	Laurie Williams
Mark Shooter	Tim Roberts	Nagus Narenthira
Stephen Sowerby	Claire Farrier	Jess Brayne
Julian Teare		

Substitute Members

Sarah Wardle	John Marshall	Thomas Smith
Helene Richman	Daniel Thomas	Gill Sargeant
Reema Patel	Anne Hutton	Gabriel Rozenberg

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

Andrew Charlwood – Head of Governance

ASSURANCE GROUP

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

Governance Service contact: StrategicPlanning.Committee@barnet.gov.uk

Media Relations contact: Tristan Garrick 020 8359 2454

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 other interests	
4.	Report of the Monitoring Officer (if any)	
5.	Addendum (if applicable)	
6.	Edgware Community Hospital, Edgware HA8 0AD (Burnt Oak) 21/0274/OUT	9 - 56
7.	Pentavia Retail Park, Watford Way, London, NW7 2ET (Mill Hill) 20.5933.FUL	57 - 86
8.	Any item(s) that the Chairman decides are urgent	

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Decisions of the Strategic Planning Committee

21 October 2021

Members Present:-

AGENDA ITEM 1

Councillor Eva Greenspan (Chairman)

Councillor Golnar Bokaei
Councillor Mark Shooter
Councillor Julian Teare
Councillor Tim Roberts
Councillor Claire Farrier

Councillor Laurie Williams
Councillor Nagus Narenthira
Councillor Helene Richman (In place of
Councillor Reuben Thompstone)
Councillor Gabriel Rozenberg (In place of
Councillor Jess Brayne)

Apologies for Absence

Councillor Melvin Cohen
Councillor Stephen Sowerby

Councillor Reuben Thompstone
Councillor Jess Brayne

1. MINUTES OF THE LAST MEETING

The Committee approved the minutes of the meeting on the 9th September 2021 as a correct record.

2. ABSENCE OF MEMBERS

Apologies were received from Councillor Thompstone, substituted by Councillor Richman.

Apologies were received from Councillor Brayne substituted by Councillor Rozenberg.

Apologies were received from Councillor Melvin Cohen.

Apologies were received from Councillor Sowerby.

3. DECLARATIONS OF MEMBERS' DISCLOSABLE PECUNIARY INTERESTS AND OTHER INTERESTS

None.

4. REPORT OF THE MONITORING OFFICER (IF ANY)

None.

5. ADDENDUM (IF APPLICABLE)

Items contained within the addendum would be dealt with under individual agenda items.

6. FORMER HOMEBASE SITE, ROOKERY WAY, THE HYDE, LONDON NW9 6SS 21/3802/S73 (COLINDALE)

The Committee received the report.

Members had the opportunity to question Officers. Following discussion, the Chairman moved to vote on the Officer's recommendation to approve the application as outlined in the Officer's report and the addendum.

Votes were recorded as follows:

For	10
Against	0
Abstentions	0

RSEOLVED – That the application be approved as outlined in the officer's report and the addendum as follows:

1) That the applicant and any other person(s) having a requisite interest in the land be invited to enter by way of an agreement into a Deed of Variation to planning ref: 21/3802/S73 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 changes as considered necessary pursuant to the approval of the application. For the avoidance of doubt, the Council's legal costs will be met by the applicant.

2) That upon completion of the agreement specified in Recommendation 1 and subject to referral of the application to the Mayor of London, the Chief Planning Officer approve the planning application reference 21/3802/S73 under delegated powers and grant planning permission subject to the conditions set out in Appendix 2.

3) That the Committee grants delegated authority to the Service Director Planning and Building Control 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 his absence the Vice-Chairman) of the Committee (who may request that such alterations, additions or deletions be first approved by the Committee).

7. BRENT CROSS CRICKLEWOOD REGENERATION AREA, NORTH WEST LONDON 21/4063/RMA (GOLDERS GREEN)

The Committee received the report.

Representations were heard from the applicant.

Members had the opportunity to question all the speakers and Officers. Following discussion, the Chairman moved to vote on the Officer's recommendation to approve the application as outlined in the Officer's report and the addendum.

Votes were recorded as follows:

For	10
Against	0
Abstentions	0

RSEOLVED – That the application be approved subject to conditions and the information contained within the addendum, including the additional informative listed at Appendix 1, That for the avoidance of doubt the student accommodation hereby permitted is for occupation by students only where a student is taken to be a person following a course in higher education as recognised by the Office for Students.

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 and associated reasons 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).

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

None.

The meeting finished at 7.40pm.

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LOCATION: Edgware Community Hospital
Burnt Oak Broadway
Edgware
HA8 0AD

AGENDA ITEM 6

REFERENCE: 21/0274/OUT Validated: 19.01.2021

WARD: Burnt Oak Expiry: 20.04.2021

APPLICANT: NHS Property Services Limited

PROPOSAL: Outline application for the demolition of existing buildings and phased redevelopment of surplus land to provide 129 residential units (Use Class C3), flexible use commercial floorspace (Use Class E) in buildings ranging from 5-7 storeys along with car parking, servicing bays, associated landscaping / amenity space, plant and refuse areas (All matters reserved except for access arrangements)

RECOMMENDATION

Recommendation 1

That 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:

1. 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

2. Enforceability

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

3. Indexation

All financial contributions listed to be subject to indexation.

4. Residential Travel Plan

A full Residential Travel Plan to be secured. The document shall set out details of the likely workplace locations of the prospective residents and include sustainable travel plans to each of these locations including active measures to promote sustainable travel to each of the locations. A travel plan monitoring fee of £5,000.

In addition, Residential Travel Plan incentives to be secured with each 1st household to be offered to select 2 of the 3 following incentives to the value of £300 (up to a maximum of £38,700):

- Oyster card with £150 credit
- Cycle shop voucher to the values of £150
- Car club credit/membership to the value of £150

5. CPZ Review

- £40000 towards CPZ review / implementation which would include:
 - Fresh set of parking beat surveys including an analysis report
 - Scheme design
 - Informal consultation
 - TROs - stat consultation
 - Implementation (infrastructure, signs, lines & stats)

6. Highway Works

Section 278 works as necessary to facilitate access to the development.

7. Employment and Enterprise

The applicant would be expected to enter into a Local Employment Agreement to provide the following employment outcomes as a minimum:

- Progression into employment (under 6 months) – 5
- Progression into employment (over 6 months) – 3
- Apprenticeships – 7
- Work Experience – 13

An in lieu contribution of £10,000 would be secured for every apprentice not delivered and an in-lieu contribution of £5340 would be secured for every other employment outcome not delivered.

8. Carbon Reduction Contribution

In order to contribute towards the London wide net zero target, the applicant would be required to mitigate the regulated CO2 emissions, through a contribution to the borough's offset fund. This contribution would be predicated on the formula set out within published GLA guidance as follows - CO2 emitted from the development (tonnes) per year) minus (CO2 target emissions (tonnes) per year) x £1800.

9. Car Club

The Residential Units cannot be occupied until details of the Car Club Scheme has been submitted to and approved by the Council in writing.

10. Affordable Housing

Option 1

0% affordable housing subject to a review mechanism (CIL monies to be fully payable).

Option 2

Prior to the commencement of the chargeable development, and assuming that the Council continues to make available Exceptional Circumstances Relief, the party assuming liability for the CIL will notify the collecting authority of the commencement date and make an application for Exceptional Circumstances Relief prior to commencement.

The LBB will promptly review the claim and confirm its decision within [3] months of receipt of the Exceptional Circumstances Relief submission. If LBB does not determine the Exceptional Circumstances Relief Submission within 3 months, the Plot A development will proceed on the basis of Option 1.

If the LBB decides to offer the full Exceptional Circumstances Relief, 10% of the proposed residential units on Plot A will be provided as Shared Ownership Units. An affordable housing delivery schedule including a mix of the units to be provided shall be provided to the Council.

If LBB decides not to offer the Exceptional Circumstances Relief the proposed scheme will move forward as per Option 1

Recommendation 2

That upon completion of the agreement specified in Recommendation 1, the Service Director Planning & Building Control or Head of Strategic Planning to approve the planning application reference 21/0274/OUT under delegated powers, subject to the conditions set out within this report.

That the Committee also grants delegated authority to the Service Director Planning & Building Control 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 (2021) published 2nd March 2021 sets out the Mayor's overarching strategic planning framework from 2019 up to 2041. This document replaced the London Plan 2016.

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.

Barnet's Local Plan (Reg 18) 2020

Barnet's Local Plan -Reg 18 Preferred Approach was approved for consultation on 6th January 2020. The Reg 18 document sets out the Council's preferred policy approach together with draft development proposals for 67 sites. It is Barnet's emerging Local Plan.

The Local Plan 2012 remains the statutory development plan for Barnet until such stage as the replacement plan is adopted and as such applications should continue to be determined in accordance with the 2012 Local Plan, while noting that account needs to be taken of emerging policies and draft site proposals.

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:

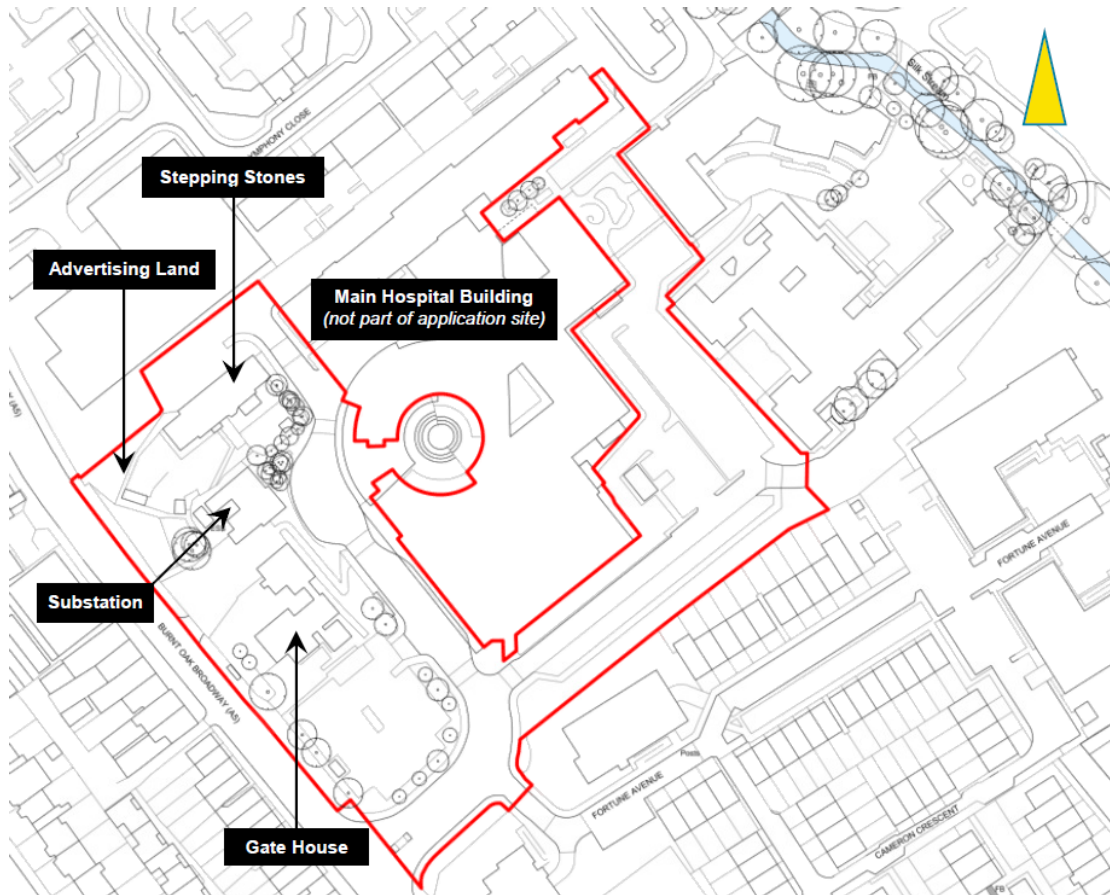
Planning obligations need to meet the requirements of the Community Infrastructure Levy Regulations 2010 (as amended) to be lawful. Were permission to be granted, obligations would be attached to mitigate the impact of development which are set out in Section 10 of this report.

1.0 Site Description

1.1 The application site comprises part of the wider Edgware Community Hospital site, located to the east of the A5 (Burnt Oak Broadway) and south of the A5109 (Deansbrook Road). The Applicant has also acquired an adjacent advertising hoarding site to include as part of the proposal. The site extends to approximately 1.5 hectares and includes a number of buildings within the wider hospital estate which are set out as follows:

1. Gatehouse – This building was originally used as part of the hospital and more recently it has accommodated local police. The building is currently vacant and is surplus to hospital needs.
2. Sub-station and back-up generators– this provides power to other buildings on the wider hospital site.
3. 'Stepping Stones' – the name of this building comes from the nursery that used to occupy it. The nursery use ceased five years ago and the building currently accommodates administration staff.

1.2 These buildings are identified on the site plan below.



- 1.3 Both vehicular and pedestrian access to the Site is currently from Burnt Oak Broadway. A pedestrian crossing is located in immediate proximity to the vehicular access point on Burnt Oak Broadway.
- 1.4 Most of the site has a PTAL rating of 3, with the southern corner having a PTAL of 4. Burnt Oak London Underground station is located approximately 0.6 km south east of the Site.
- 1.5 The site is not located within a Conservation Area and there are no listed buildings located on the site. Watling Estate Conservation Area is located to the north-east of the wider Hospital site on the opposite side of the London Underground line.
- 1.6 The Site is in Flood Zone 1 on the Environment Agency’s ‘Flood Map for Planning’ which indicates low risk of flooding,

2.0 Proposed Development

- 2.1 Outline permission is sought for the demolition of existing buildings and phased redevelopment of surplus land to provide 129 residential units (Use Class C3),

flexible use commercial floorspace (Use Class E) in buildings ranging from 5-7 storeys along with car parking, servicing bays, associated landscaping / amenity space, plant and refuse areas.

- 2.2 The application is in outline with only detailed consent sought for access and all other matters reserved.
- 2.3 To facilitate the development, three existing buildings will be demolished. The existing substation will be moved to a vacant strip of land facing the hospital access road. The existing billboards located on the western part of the Site along Burnt Oak Broadway will also be removed to accommodate the proposed development.
- 2.4 The aforementioned would facilitate development comprising the creation of 129 residential dwellings (Use Class C3) and 164 sqm. (GIA) of flexible floorspace (Use Class E) located at the ground floor level.
- 2.5 The development would have a height of between 5 and 7 storeys and would provide a new direct access pedestrian route through to the hospital from Burnt Oak Broadway.
- 2.6 A total of 13 car parking spaces are proposed, including four disabled parking spaces, at a ratio of approximately 0.1 spaces per unit. As part of the development there would also be a slight reduction in staff parking spaces at the hospital, with patient parking being unaffected.
- 2.7 A total of 225 long stay cycle parking spaces will be provided within secure cycle stores in each building. 34 short stay cycle parking spaces will be provided in the public realm for use by visitors.
- 2.8 Private roof terrace gardens are proposed and each unit will have access to a private balcony. Green roofs are also proposed for each of the three blocks and new tree planting is intended. The proposed development also involves landscaping works to the existing amphitheatre in the centre of the main hospital building which is currently closed off to the public.

3.0 Relevant Planning History

- 3.1 The following is considered relevant to the consideration of the current application:
 - W00546BA/02 – Variation of condition to extend planning permission for the redevelopment of hospital and Blood Transfusion Centre to provide a

Community Hospital building up to 3-storeys in height, 8.8 acres of residential and a doctor's surgery – Planning permission granted 1 March 2002.

- Ref. W00546CA/06 – Reserved matters approval for erection of 248 dwellings, comprising 43 houses within 9 terraces and 205 flats in 5 blocks with access to hospital access road, being details of siting, design, external appearance, landscaping (except within the buffer zone of the stream) and means of access of residential phase only, pursuant to Condition 3 of outline planning permission W00546BA/02 for redevelopment of hospital site to provide new community hospital, 8.8 acres of residential and a doctor's surgery. Details of parking pursuant to Condition 4 of outline planning permission W00546BA/02 – Reserved Matters permitted on 23 June 2006.

3.2 There are also a number of minor applications related to the ongoing use of the site as a hospital however these are not considered relevant to the current application.

4.0 Consultations

4.1 As part of the consultation exercise, 610 letters were sent to neighbouring occupiers with 26 objections and 1 letter of support being received.

Summary of Neighbour Objections

4.2 The material planning considerations contained within the objections received from neighbouring residents can be summarised as follows. In the interests of brevity, objections have been summarised and categorised. The substance of each objection is addressed within the main body of the report.

- There is an over provision of high-rise buildings on Edgware Road;
- The development would limit the ability of the hospital to expand;
- The development is excessive in height;
- Clinical provision at the hospital would be harmed;
- There would be insufficient parking provision which would impact on parking stress in the surrounding area;
- The development would have a negative impact on existing local infrastructure;
- The development would have a detrimental impact on daylight and sunlight to neighbouring properties.

Responses from External Consultees

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

Consultee	Response
Transport for London	<u>Healthy streets</u>

TfL welcomes the proposed new pedestrian/cycle route. This will improve the sites connectivity with the bus stop on Burnt Oak Broadway in line with policy T1 (Strategic approach to transport) of the Publication London Plan. TfL expects all streets and public realm delivered through the development to be designed in line with the Healthy Streets Approach.

Trip generation

A Transport Assessment has been provided and includes information on trip generation. This assessment demonstrates an anticipated sustainable mode share of 86%. This will support the Mayors strategic aim to get 80% of all journeys in London to be completed by walking, cycling or public transport by 2041.

Travel Plan

A travel plan has been submitted, which is welcomed. This should be secured by condition, with interim surveys taken at year 1, 3 and 5. The Travel Plan should support the Mayors Strategic aim throughout the plans life span.

TfL queries if the travel plan will be updated alongside the rearrangement of the car parking on site for the hospital.

Cycle parking

All long and short stay cycle parking and access to cycle parking facilities should be designed in line with policy T5 (Cycling) of the Publication London Plan and London Cycling Design Standards (LCDS).

All short stay cycle parking should be

provided in the public realm close to building entrances.

At least 5% of cycle parking should be able to accommodate larger cycles, including adapted cycles for disabled people.

Car parking

13 car parking spaces are proposed, including 4 disabled parking spaces which is acceptable. It is noted the general spaces can be converted into accessible spaces if existing provision becomes insufficient, which is welcomed by TfL. Any car club spaces should be in lieu of private parking and they must have active charging facilities.

Disabled parking bays must not be allocated to specific dwellings, unless they are provided within the curtilage of the dwelling.

In line with Publication London Plan policy T6 (Car parking), 3 spaces will provide electric vehicle charging infrastructure, with passive provision for the remaining spaces.

Residents should not be able to obtain parking permits for the surrounding Controlled Parking Zone.

It is noted car parking associated with the health care facility will be consolidated. This is acceptable as it will decrease the feeling of vehicle dominance on site.

Access

All new access arrangements should be subject to a Road Safety Audit. As Barnet is highway authority, it is there

responsibility to determine the acceptability of these arrangements. However, all proposals must ensure that bus reliability and safety on Burnt Oak Broadway is maintained during the operation and construction of the site.

It is noted a small section of the footway, adjacent to the eastern edge of the site of the hospital access road will be removed. The benefits of this proposal are unclear. TfL would be unsupportive of the removal of footway if it did not prioritise walking and forced pedestrians away from the desire line, as this is not in line with policy T2 (Healthy Streets) of the Publication London Plan. Footways should be designed so that they are usable by people from all walks of life.

Deliveries and servicing

A Delivery and Servicing Plan (DSP) has been submitted. This should be secured by condition.

All deliveries will take place within servicing bays provided on site, which is supportive of policy T7 (Deliveries, servicing and construction) of the Publication London Plan.

TfL encourages the use of a delivery booking system that manages deliveries outside of peak hours where viable.
Construction

An outline Construction Logistics Plan (CLP) has been provided. A full CLP should be provided in line with TfL guidance and secured by condition.

TfL welcomes the applicant's commitment to comply with FORS standards. TfL encourages the use of freight operators with FORS silver or

	<p>gold membership as it is imperative that road safety measures are considered, and preventative measures delivered through the construction and operational phases of the development.</p> <p>It is understood the applicant has considered the implementation of a staff travel plan. This would be welcomed by TfL and it should aim to promote staff walking and cycling to the site and feature shift working to reduce travel at peak times. Facilities associated with sustainable travel modes should therefore be provided e.g. secure cycle parking, lockers, showers etc.</p> <p>The use of a consolidation centre is also encouraged as this will minimise the number of construction trips and facilitate efficient construction activity.</p>
<p>Metropolitan Police – Designing Out Crime</p>	<p>I have reviewed the crime rates in the local area of the proposed application on Police.uk and I have noted that the highest recorded issues impacting the local ward of Burnt Oak are antisocial behaviour (ASB), violence & sexual offences, vehicle crime, burglary and criminal damage/arson offences.</p> <p>The London Borough of Barnet as an entirety has a higher than average rate of burglary. Please see Appendix A for crime statistics. It is important to note that the ward of Burnt Oak experiences high levels of ASB, especially in areas such as alleyways and spaces within the public realm.</p> <p>It is important to consider the permeability of this site in order to help address levels of ASB and crime. Permeability is a major factor for any</p>

proposed development, whereby increased permeability can be reliably linked to increased levels of crime and disorder.

Widely available research has proven that “neighbourhood permeability... is one of the community level design features most reliably linked to crime rates, and the connections operate consistently in the same direction across studies: more permeability, more crime”. (Taylor R B, 2002 – Crime prevention through environmental design). One of the key design principles for the applicants of this site (4.2, p. 22 Design and Access statement) is to increase the connectivity and permeability of the site. This site contains multiple points of access into, around and through the estate and whilst it is accepted that there needs to be some permeability, it can also provide multiple routes for any offender to escape detection. Increased areas within the public realm can also lead to ‘void areas’ or spaces that are difficult to retain control over. This can lead to the misuse of these types of spaces if not carefully designed, controlled and managed. This site appears to be excessively permeable and this could quickly lead to future crime and disorder issues.

There appears to be many areas that are easily accessible from the public realm. This includes the communal gardens between blocks A1 and A2, reintroducing the amphitheatre for public access and multiple areas at the front, sides and rear of the site.

Without restricted access to many of these areas and ‘ownership’ of these spaces for residents to help control,

these spaces could quite quickly become 'disowned' and areas that become misused for issues such as streetdrinking, drug use/supply and other problems. The lack of secure access can make it harder for residents, managing agents and so on to challenge any problematic behaviour in these areas if they all remain within the public realm such as how it appears to be with this design.

Burglaries most often occur to the sides and rear of premises, away from more active frontages and increased levels of activity and natural surveillance. With access seemingly possible around each block (clay paved pathways around blocks and lack of access control throughout development), any ground floor units here will not have the benefit of defensible space to help protect themselves and their properties. This can allow ASB and crime to occur directly outside of their door/window and so on. It could also lead to an increase in burglary levels that are already higher compared to other similar areas than average within the ward and borough. For instance, a notable design feature of the nearby existing Grahame Park Estate is the lack of defensible space and this has led to problems with crime and disorder.

Reference is made in the DAS to the inclusion of some bollard lighting. This is not appropriate in a public or semi-public setting. This is prone to damage/vandalism and will only illuminate a person from the waist-down, thus preventing a person/resident to be able to fully identify whom/what might be present. SBD measures recommend column or bulkhead lighting compliant with BS

5489-1 (and not bollard lighting) where achievable within the public realm. A uniformity level of at least 25% and at least 60 on the colour rendition index is recommended. Bollard lighting also does not assist with any CCTV measures that may be installed within the site.

This development abuts the existing Edgware Community Hospital. This appears to be a facility that encompasses many health and social care facilities. This includes drug and alcohol treatment, mental health units as well as psychiatric ICU facilities. With seemingly unrestricted access around the whole site, there is no demarcation between private space for residents (other than communal roof terraces), areas for public use and for those using the hospital. With 24/7 access to the public spaces, these areas could easily be misused by others, especially during hours of darkness. ASB levels are already very high within the ward and the unrestricted access around the entire site could become very problematic. Potential ASB issues such as street-drinking and drug use could also directly affect hospital patients arriving at the site that may be there for treatment such as substance abuse rehabilitation measures, thus potentially affecting this recovery process.

The hospital car park does not appear to include any access control measures such as gating or barriers. Levels of natural surveillance of this car park also appear to be reduced, with low levels of overlooking from the new development or from neighbouring properties.

Unfortunately levels of vehicle crime,

specifically theft of catalytic converters are occurring within the borough, including this site and at Barnet General Hospital amongst others. With an unprotected car park, lighting compliant to BS 5489-1, monitored CCTV cameras and security patrolling are recommended to help combat potential issues such as this. Controlled access via gating can also help to assist here and deter those seeking to use the car park for illegitimate purposes or outside of any operating hours.

Automatic number plate recognition (ANPR) cameras would also be recommended at the entry points to the car park. Car park security measures do not appear to have been addressed within the DAS.

The development will include a 'bike station' at the front of the development. It is unclear what this may include and what levels of security are proposed to help protect this. This is near to the commercial unit whereby levels of activity and natural surveillance will significantly reduce outside of the unit's operating hours. This increases the importance of security measures that will be required for this 'bike station' to help protect against theft and burglary.

There are no details about any security measures for the commercial unit. Due to its vulnerability outside of operating hours, when levels of activity and surveillance will reduce, it is important that a unit such as this incorporates security-rated products such as tested and certificated door-sets to LPS 1175 Issue 7:SR2 or STS 202 Issue 3:BR2, with any curtain walling that is also security-rated or contains security-rated laminate to at least BS EN 356:2000

	<p>P2A. It is helpful to read from the DAS (Section 8.2, p.80) that the development will adhere to the principles of Secured by Design (SBD). Although the principles of Secured by Design are a good aim to work towards, achieving SBD certification will help to ensure a development is much more resilient to crime and ASB, as a wider range of measures will have to be considered and included in order to gain accreditation. This helps to ensure lower rates of crime and ASB in the long term, to the benefit of the community. It is also important that the design of the development is appropriate and can achieve SBD accreditation, but the excessive permeability of this site and unrestricted access to many areas of this development does not help to meet SBD measures.</p> <p>It is considered highly likely that areas of this development will be misused/subject to crime and disorder, therefore placing an extra demand on policing resources to assist with issues directly related to this area. Attempting to apply 'Secured by Design' recommendations to the physical security of this building will still not deter those intent on misusing the amphitheatre and the excessive permeability provided by this proposal. Due to the underlying design of this proposed site, the level and types of crime, this specific proposal is not supported by the Metropolitan Police Service.</p>
BNP Paribas (Financial Viability)	<p>Subject to some caveats, based on the indicative scheme and the information provided, we consider that the majority of the ME appraisal assumptions to be reasonable for the Scheme put forward. Whilst the ME report indicates that the site sales in future will be re-invested in</p>

	<p>the hospital, the viability assessment has been undertaken on the basis of Existing use values for these ancillary buildings and car park income, and are therefore broadly reasonable.</p> <p>We confirm that the proposed scheme as currently tested is not viable to provide any affordable housing. However, alternative scheme specification (as would be advanced by a residential developer) would likely reduce costs and assist in facilitating a scheme that is viable.</p>
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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	No objection subject to conditions and assessment of further information at reserved matters stage in respect of noise, air quality and contaminated land.
Transport and Highways	No objection, subject to conditions and S106 obligations in respect of car parking, travel plan, and access/junction improvements.
Flood Risk	<p>Considering the size of the site, we would have expected to see some on-ground attenuation features rather than underground storages. The current justification is not strong enough, hence we would highly encourage the applicant to provide some on ground attenuation features to promote blue green landscaping and wider benefits.</p> <p>The Appendix C-SuDS proforma doesn't</p>

	<p>include any existing discharge rates into the private sewer (which ultimately drains into the Silk Stream). I am unable to understand why is it written N/A, when it is stated that in the existing scenario also the site discharges into the existing private sewer. We would like to see existing and final discharge rates into the sewer, what is the betterment and how does it impact the final discharge rates into the Silk Stream outfall.</p> <p>We would like to see an assessment to demonstrate that the site will not have increased flood risk (through appropriate mitigation) when the outfall is unable to drain into the Silk Stream due to high river levels.</p>
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- 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 application site comprises part of the Edgware Community Hospital site which is a community facility and as such Policy DM13 of the Local Plan is relevant.
- 5.2 Policy DM13 seeks to resist the loss of community and education uses expect the exceptional circumstances where the use is reprovided in equivalent quality or quantity are provided on the site or at a suitable alternative location; or where there is no demand for the continued use and that demand is adequately demonstrated.
- 5.3 It is important to note from the outset that the buildings to be demolished as part of the development are vacant, do not form part of the clinical provision and are surplus to the operational needs of the hospital. Nevertheless, the buildings do comprise part of the hospital site and an assessment against Policy DM13 is necessary.

- 5.4 The key driver of the proposed development is the objective to optimise the use of the hospital land which is surplus to requirements for healthcare provision. This optimisation and the release of surplus assets for development would enable investment in the existing estate to provide modern accommodation and new improved healthcare facilities.
- 5.5 A 'Healthcare Context' document has been submitted which outlines the strategy for continued clinical provision at the wider hospital site and how this would be impacted and improved by the proposed development. The document sets hospital is currently inefficiently used and that sufficient space is available for all of the clinical services, which are delivered by various trusts. The North Central London Sustainability & Transformation Partnership ("STP") has set out that no more space is needed for clinical services at the hospital and that there is currently under-used space on the Site and the existing back-office functions could be accommodated more efficiently across the hospital.
- 5.6 As set out in the Context Document, the ECH hospital site currently provides the following facilities:
- Rehabilitation inpatient services;
 - Maternity;
 - Breast Screening;
 - Day surgery;
 - Mental health services;
 - Administrative offices;
 - Third sector organisations; and
 - Specialist education provision.
- 5.7 These facilities are provided by the main occupiers of the siteThe Royal Free Hospital NHS Foundation Trust, Barnet, Enfield and Haringey Mental Health NHS Foundation Trust, Central London Community Healthcare NHS Trust and Whittington Health NHS Trust.
- 5.8 As set out above in paragraph 5.3, none of the healthcare facilities currently provided would be affected by the current proposals which relate only to the surplus land and buildings identified. The development forms part of a site wide strategy which will also utilise surplus land to the east of the hospital site and a further linked planning application will be submitted for this part of the site. In order to commence the delivery of the site wide strategy, some enabling works need to be undertaken and funded and both Phase 1 and Phase 2 redevelopments require the upgrading and/or replacement of critical hospital and site-wide infrastructure. The current

application and the release of the surplus land is therefore for the purpose of laying the foundations for the future and enabling the delivery of the latter Phase 2 of the east of the site. The enabling works that need to be carried are:

1. The relocation of the substation and the upgrading of the electricity network to provide enhanced supply to both the hospital and the residential proposals for both the Phase 1 (Western site) and the subsequent Phase 2 (Eastern site) developments;
2. The replacement of the large back-up generator for the main hospital and electrical switchgear to be moved and relocated off the phase 1 Western site;
3. Carry out utilities diversions to separate and protect hospital supplies and the separation of services to disconnect phase 1 from the site-wide underground services tunnel network.

5.9 In addition to works above which are critical enabling works for the site wide strategy, further works would be undertaken and funded by the release of surplus land under the current application including the re-modelling of the patient car park so that there is no net loss in provision but also to create improvements to public realm, pedestrian routes and access, green spaces and the quality of the areas surrounding the main hospital.

5.10 All of these works would be funded through the release of surplus land and these costs are reflected in the Financial Viability Assessment which is discussed in a subsequent section of this report. Once the enabling works for the latter phase are delivered, a subsequent planning application for Phase 2 (the eastern site) would be submitted and this phase would deliver additional, more substantial hospital improvements.

5.11 The primary improvement to be delivered in the latter phase would be the relocation of Breast Screening Services into improved high-quality clinical accommodation which will better support the delivery of these critical services. The existing Breast Screening Services are located in a building remote from the main hospital which are isolated and therefore impact on the patient experience as well as missing out on clinical adjacencies whilst the building is in very poor condition which affects the quality of the provision.

5.12 The latter delivery of the modern improved, fit for purpose breast screening unit cannot be implemented until the enabling works sought under the current application are undertaken. The current application and the enabling works that would arise are therefore an inextricable element of the wider site strategy and the

holistic hospital improvement strategy cannot be delivered without the current application being approved.

- 5.13 It is also very important to note that the emerging Local Plan identifies Edgware Community Hospital as a development site. The site allocation within the emerging Local Plan seeks to have 25% of the hospital site to continue in use, with associated car parking, and the remainder of the site as being able to accommodate an indicative residential capacity of 800 units. This allocation aligns with the proposed development in terms of both the retention of the hospital space and the site capacity of the site (as part of the wider hospital estate).
- 5.14 Based on the above, a balanced planning assessment must undertaken with the key issue being whether the benefits derived from the hospital improvements outlined would justify the redevelopment of the surplus parts of the site for residential purposes. In this case, it is clear that the land to which the current application relates is surplus to the requirements of the hospital and that there would be no harm caused to the healthcare provision from the hospital. This application forms part of a wider strategy for the hospital site and the release of the land would fund enabling works which would unlock the delivery of a second phase which would deliver substantial hospital improvement. Thus, in the medium to long term, there would be community benefit derived from the release of the surplus land under the current application. Finally, the site is identified as a site for development in the emerging Local Plan and the development parameters are broadly in line with the capacity of the site designation. For all of these reasons it is considered that the principle of development is acceptable.

6.0 Residential Density

- 6.1 The London Plan 2021 was formally adopted in March 2021 and moves away from the density matrix that was included within the previous plan. The 2021 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.
- 6.2 In terms of the density, up to 129 dwellings are proposed on a site with an area of 1.5 hectares which gives an approximate density of 86 dwellings per hectare. The

location of the site is within a suburban context with predominantly low-rise development in the surrounding area. The key consideration in terms of Policy D6 is how the development manifests in terms of design and appearance and in this case officers consider that the height, scale and massing of the development is acceptable. These matters are addressed fully in subsequent sections of this report.

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 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.

Dwelling Mix

- 7.2 Policy DM08 of the Local Plan states that new residential development should provide an appropriate mix of dwellings.
- 7.3 The development proposes 129 residential units which would be of a mixture of studios, 1 beds 2beds and 3 beds. The current application is outline in nature and as such, the final mix of units would be agreed at Reserved Matters stage however the following indicative mix is provided:

1 Bed	2 Bed	3 Bed	Total
61	61	7	129

- 7.4 Whilst the final mix would be secured at reserved matters stage, it is considered that the indicative mix shows potential for a good mix of units to be provided.

Residential Space Standards

- 7.5 Table 3 in the London Plan provides a minimum gross internal floor area for different sizes of dwelling.
- 7.6 The application is submitted in outline form with matters of layout reserved. Indicative details submitted show that each of the residential units could achieve the requisite minimum standards and a full assessment would be undertaken at Reserved Matters stage to ensure that this was the case with the detailed proposals.

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 D7.
- 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 ensure that this is secured as part of Reserved Matters applications.

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: 5m ² of space per habitable room	Minor, major and large scale
For Houses: 40m ² of space for up to four habitable rooms 55m ² of space for up to five habitable rooms 70m ² of space for up to six habitable rooms 85m ² 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 parameters set out propose a mix of private and communal amenity areas. The proposed development provides residents with access to high quality private terrace gardens and individual balconies. Three private roof terraces are proposed on the fifth floor of the residential blocks.

Children's Play Space

- 7.11 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 sqm. per child to be provided in new developments.
- 7.12 The application is submitted in outline and the exact requirement may change when the final housing mix is agreed. Based on the indicative mix, the London Plan playspace requirement would be 1476sqm. The parameter plans show that space is provided within the site which would allow for on-site provision for ages 0-5. The Design and Access Statement sets out that these spaces will comprise small open spaces within sight of residences, where younger children can play within the view of adults. Play opportunities for the older age groups are located within the prescribed distance of the site Chandos Recreation Ground in line with GLA policy and full details of the on-site provision would be secured through Reserved Matters applications.

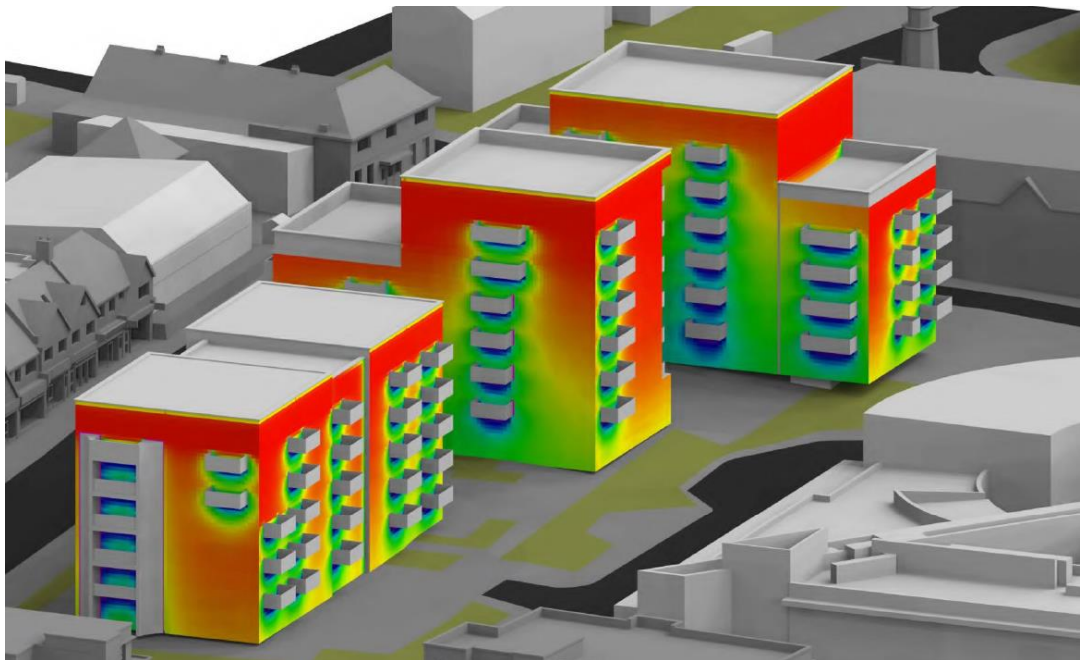
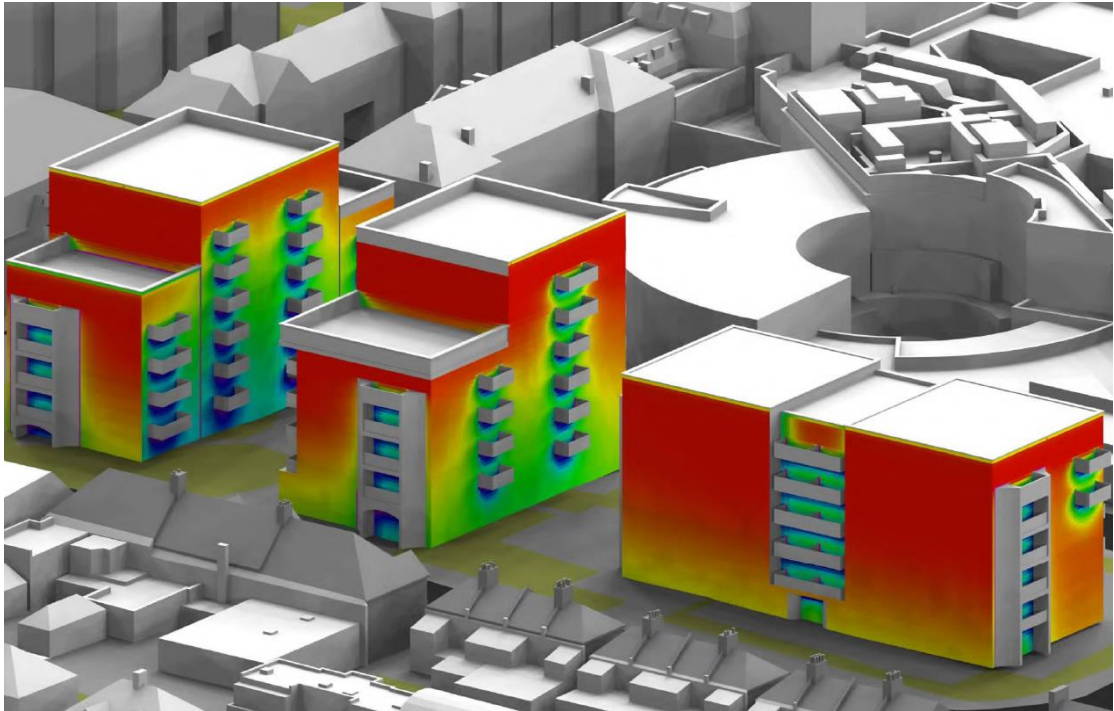
Privacy and Outlook

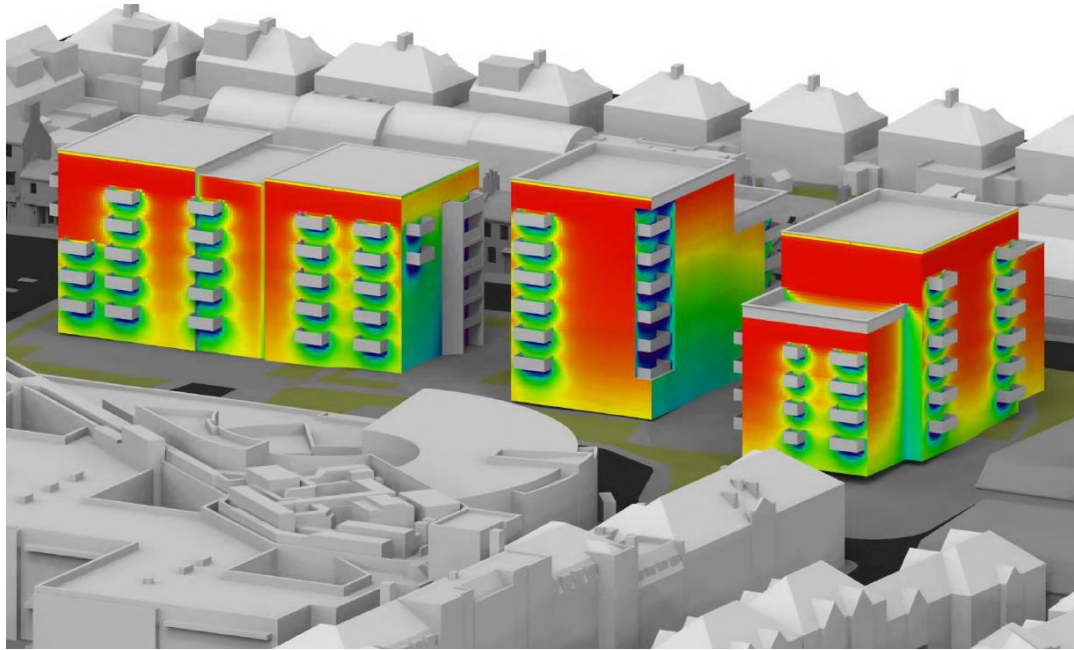
- 7.14 Policy DM01 of the Local Plan requires that development have regard to the amenity of residential occupiers. In this regard it is necessary to consider the design of the scheme and the privacy that would be afforded to future occupiers of the development.
- 7.15 In terms of privacy and outlook, the parameters sought show that externally the site would enjoy separation distances of at least 21 metres from all surrounding residential properties in line with SPD guidance. Within the site, the separation distance between the buildings would be approximately 18 metres in both cases, Whilst this would be below the recommended minimum, it is considered that the extent of the shortfall would not be so significant as to unacceptably harm the privacy and outlook from the facing elevations.

Daylight/Sunlight and Overshadowing

- 7.16 As an outline application, the final layout of the development is a reserved matter however the parameters sought demonstrate good separation distances between the buildings themselves and from neighbouring obstructions which would provide conditions of good levels of daylighting. An internal daylight and sunlight assessment from Avison Young has been submitted in support of the application which measures VSC across the development site and displays this through a colour coded 3D model order to give a graphical representation of the levels achieved across a facade.

Magenta on the facades indicates 0% VSC (none in this particular case), whilst red indicates the maximum VSC value at 40% for a completely unobstructed vertical wall or window. These models are shown below.





7.17 The red areas are those that would receive the most amount of daylight whilst those in green are those that would have the lowest levels of daylight (as measured by VSC). These results show that the windows of the development have the potential for good daylighting.

8.0 Affordable Housing

8.1 London Plan 2016 Policy H10 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 however in the case of publicly owned land as is the case with the application site, Policy H5 of the London Plan that an affordable housing target of 50% is applicable.

8.2 The overarching aim of NHS Property Services Limited (“NHSPS”) is to invest in its estate at Edgware Community Hospital to ensure that occupiers can provide services from modern, fit for purpose accommodation with the enhancement of the estate funded through the release of surplus land and capital receipts. The release of surplus land will not compromise the ability to accommodate existing services at ECH but will also have the benefit of facilitating the delivery of much-needed new homes.

8.3 The first stage of NHSPS’s investment into Edgware Community Hospital is a facilitation stage – the disposal of land for new housing will help to fund the replacement / renewal of critical hospital / site-wide infrastructure, specifically:

- the relocation of a substation;

- the upgrading of the electricity network to provide enhanced supply to both the hospital and the current residential proposals as well as to enable other surplus land to be released in the future;
- replacement and relocation of the large back-up generator and associated electrical switchgear for the main hospital;
- separation and diversion of utilities to protect hospital supplies; and
- separation of services to disconnect Plot A from the site-wide underground services tunnel network.

8.4 All of these works, which are essential to the future operation of the hospital, represent a significant investment in infrastructure that serves people across a wide area. The cost to deliver these infrastructure works is £3,121,518 (Q4 2020).

8.5 The applicant has submitted a Financial Viability Assessment (“FVA”) which includes the above infrastructure costs and is supported by a cost plan by AECOM. The FVA also includes an allowance for Borough CIL and Mayoral CIL.

8.6 The FVA was subject to independent review by the Council’s appointed viability consultants BNP Paribas (BNPP). Whilst the review from BNPP queried some of the input assumptions to the FVA, BNPP did concur with the overall conclusion of the FVA in that the proposed residential scheme on Plot A cannot viably deliver any affordable housing.

8.7 The reasons for this are partly due to significant infrastructure costs and partly due to the existing uses on the site which form a high Benchmark Land Value. BNPPRE have reviewed and they have agreed that the assumptions are reasonable.

8.8 On the point of the costs and as set out above, £3,121,518 of the costs are associated with infrastructure investments in the hospital which are critical to enabling the delivery of the wider site strategy. The costs set out on in the FVA also make allowance for Borough CIL and Mayoral CIL as set out in paragraph 8.5.

8.9 Notwithstanding the viability position, NPPF paragraph 65 states that “Where major development involving the provision of housing is proposed, planning policies and decisions should expect at least 10% of the total number of homes to be made available for affordable home ownership”.

8.10 If an affordable housing level of 10% were to be incorporated into the scheme using the parameters set out with the application and using the FVA inputs then there would be an even more significant viability deficit and the scheme would not be deliverable.

- 8.11 The LPA recognises the community benefits that would arise from this application and the wider site strategy and also recognises the importance of ensuring that affordable housing is provided as part of any residential development. Therefore, in order to ensure that a level of affordable housing consistent with the minimum requirements of Paragraph 65 is able to be provided, officers consider that some flexibility should be given in respect of the Barnet CIL requirement.
- 8.12 The improvement of hospital infrastructure and the delivery of improved hospital clinical facilities with a later phase would serve a community benefit and these circumstances provide scope for flexibility in the view of officers. Under current CIL Regulations, the Council has the power to grant Exceptional Circumstances Relief for the Borough CIL liability associated with the proposed development. As part of the emerging Local Plan and proposed changes to the Barnet CIL, there would also be the scope for developments to make a “payment in kind” to offset CIL liabilities (such a payment in kind could constitute hospital infrastructure improvements).
- 8.13 In both circumstances outlined above, the authority to allow CIL relief lies with the Council. It has also been confirmed by the applicant that if CIL relief were to be granted then 10% of the homes provided could be provided as affordable. It is therefore recommended within the S106 heads of terms for two options to be set out in respect of the affordable housing these are as follows:

Option 1

0% affordable housing in line with the FVA and BNPP review subject to a review mechanism. In this circumstance the CIL monies would be fully payable and retained by the Council in line usual procedure.

Option 2

The Council would grant Exceptional Circumstances Relief, prior to the commencement of the chargeable development then the applicant would commit to providing 10% affordable housing.

- 8.14 Whilst clearly both options would be substantially below the 50% policy target for public land, the fundamental point is that no affordable housing could be viably provided as part of the development and this position has been confirmed by the Council’s advisors BNPP. Both options are therefore consistent with the viability position however Option 2 allows for some provision to be made in line with the minimum requirements of Paragraph 65 of the NPPF. It is also important to note that

the Council retains full discretion on the granting of CIL relief. Subject to an appropriate mechanism being agreed to secure the options outlined above, officers consider on balance that the affordable housing proposals are acceptable.

9.0 Design, Appearance and Visual Impact

9.1 The proposes 4 blocks across the site varying heights and forms. The following table summarises the heights of each of the blocks across both phases.

Height, Scale and Massing

9.2 The development would rise to a maximum of 7 storeys with further buildings of 5 and 6 storeys respectively. The surrounding typology consists of two storey terraced properties opposite the site on the A5 and a residential development of up to 4 storeys to the south of the site fronting the A5 (the development rises to 5 and 6 storeys further to the east adjacent to the railway). Two further commercial warehouse premises are located to the north of the site which do not rise significantly the 2-storey height of the residential properties in the vicinity.

9.3 Based on the context outlined above, it is clear that the heights of the proposed development would represent a marked increase in the scale of development in this vicinity. Whilst the maximum 7 storey height would fall below the threshold for the buildings to be considered as tall buildings, in its context the development would be prominent given the additional height over and above the prevailing height; and this is evident in the indicative street view images provided in discussions to date.

9.4 Indicative CGI's and views assessments show that the development show that whilst the scale of the development would be prominent within the streetscene, it would not be overly and unacceptably dominant. The development would front onto the A5 which is a main vehicular route through the borough and where there is a variety of building heights (existing and consented) ranging from low rise up to tall buildings of 14-23 storeys. As a main vehicular route identified as a corridor of change and cognisant of the existing and emerging context of this corridor it is considered that the height of the proposed development would be acceptable.

Design and Appearance

9.6 In terms of the visual appearance of the scheme, this is an outline application and only indicative details are provided. These indicative details are supported by precedents and supplementary details on materiality. The indicative details

demonstrate that the development could have a high-quality aesthetic which would incorporate characterful, curved window arches and a red brick construction.

- 9.7 If outline permission were granted, full details would be submitted and assessed at reserved matters stage which would be expected to be consistent with the indicative details provided.

Layout

- 9.8 The proposed layout would allow for a clear and direct pedestrian route from the adjacent bus stop to the main entrance of ECH which would have benefit in terms of the accessibility of the hospital and the legibility of the local area. The buildings would be well set back from the A5 frontage and care has been taken to retain trees and incorporate areas of open space between the buildings for amenity.
- 9.9 Comments were received from the Metropolitan Police which raised concern at the permeability of the site and the consequent risk in terms of crime. Notwithstanding these concerns, retaining site permeability for the public as well as residents is considered to be an important element of the scheme and would have benefit in terms of hospital accessibility. It is considered that risk could be minimised through the use of boundary planting and landscaping to delineate the public and private areas as well as through the use of lighting and CCTV. The layout and landscaping of the scheme are reserved matters and further details would thus be sought at this stage and it would be expected that the applicant would engage with the police in drawing up the detailed scheme.

Conclusion

- 9.10 Having regard to all of the above, officers consider that the proposed scale and massing of the development is acceptable and would ensure integration into the surrounding urban fabric. Officers also consider that the scheme could be of a good design quality and is in accordance with Barnet Policy DM01.

10.0 Amenity Impact on Neighbouring Properties

Daylight and Sunlight

- 10.1 The applicant has submitted a daylight and sunlight assessment from Avison Young which considers the impact of the development on surrounding receptors.

10.2 The assessment identified the following properties as in need of consideration in terms of daylight and sunlight. Those outlined in bold are those that fully comply with the BRE guidelines in terms of both daylight and sunlight assessment criteria.

- **239-241 Burnt Oak Broadway (odd)**
- **243-245 Burnt Oak Broadway****6-15 Neal Court (odd)**
- **247-249 Burnt Oak Broadway (odd)**
- **251-253 Burnt Oak Broadway (odd)**
- **255-257 Burnt Oak Broadway (odd)**
- **259 Burnt Oak Broadway**
- **261 Burnt Oak Broadway**
- **263 Burnt Oak Broadway**
- **265 Burnt Oak Broadway**
- **267 Burnt Oak Broadway**
- **269 Burnt Oak Broadway**
- 271 Burnt Oak Broadway
- 273 Burnt Oak Broadway
- 275 Burnt Oak Broadway
- 277 Burnt Oak Broadway
- 279 Burnt Oak Broadway
- 281 Burnt Oak Broadway
- 283 Burnt Oak Broadway
- 285 Burnt Oak Broadway
- 287-289 Burnt Oak Broadway (odd)
- **291 Burnt Oak Broadway**
- 293-295 Burnt Oak Broadway (odd)
- 297 Burnt Oak Broadway
- 299 Burnt Oak Broadway
- **Edgware Ex Service Mens Club**
- **16-37 Orchestra Court**
- 1-15 Orchestra Court
- **7 Fortune Avenue**
- **5 Fortune Avenue**
- 3 Fortune Avenue
- Ballota Court
- **Aurora Court**

10.3 Of those properties which do not meet the assessment criteria, the properties at 271-299 Burnt Oak Broadway only marginally fail to meet the 0.7 VSC target value with all retaining over 0.6. These properties were not assessed for sunlight due to their location.

- 10.4 The remaining properties all meet with the BRE daylight targets however marginally fail in terms of AP SH sunlight target values.
- 10.5 When taken together and considered in the wider context of the scheme, officers consider that the daylight and sunlight impact would be acceptable.

Privacy and Outlook

- 10.5 The development would achieve separation distances of at least 21 metres from all neighbouring windows whilst also achieving a separation distance of 10 metres from neighbouring gardens. These distances are in line with SPD guidance and demonstrate that there would be no unacceptable adverse impacts in terms of privacy or outlook.

Conclusion

- 10.6 With the above in mind, officers consider that, on balance, the application is in accordance 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 The 2021 London Plan, requires within Policy SI2 requires major development to be net zero-carbon. This means reducing greenhouse gas emissions in operation and minimising both annual and peak energy demand in accordance with the following energy hierarchy:
- be lean: use less energy and manage demand during operation.
 - be clean: exploit local energy resources (such as secondary heat) and supply energy efficiently and cleanly.
 - be green: maximise opportunities for renewable energy by producing, storing and using renewable energy on-site. be seen: monitor, verify and report on energy performance.
- 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 the aforementioned London Plan policy, it is considered that the application is broadly in accordance. The application

is accompanied by an Energy Statement from AA Projects which sets out that the energy efficiency measures and sustainable energy measures that would be incorporated within the scheme.

Be Lean

- 11.5 The proposed energy efficiency and passive design measures including the building fabric and building services.

Be Clean

- 11.6 The applicant has set out in the Energy Statement that a district heat network connection has not been found to be feasible or viable for the development. Consequently, the scheme will utilise a communal ASHP system to provide heating to each of the flats. Heating will be supplied through radiators or underfloor heating located in each of the flats

Be Green

- 11.7 The renewable technologies feasibility study carried out for the development identified Solar PV has been found necessary for the development to achieve Compliance with London Plan targets. A total of 28.8 kWp would be needed for the proposed development.
- 11.8 In total, all of the measures combined would achieve CO2 savings in line with the London Plan target of 35%. Nevertheless, recognising the London wide net zero target the applicant is therefore required to mitigate the regulated CO2 emissions, through a contribution to the borough's offset fund. This contribution would be predicated on the formula set out within GLA guidance and which would be secured through the Section 106.

12.0 Transport / Highways

- 12.1 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

- 12.2 The London Plan 2021 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.
- 12.3 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
- 12.4 It is proposed to provide 16 car parking spaces (including 4 accessible) plus 2 car club spaces. The provision of disabled parking spaces (for all land uses) and electric vehicle charging points (20% active and remaining passive) in accordance with the London Plan should be conditioned. The level of parking proposed is low (approximate ratio of 0.12 spaces per dwelling) with the site having an average level of accessibility (i.e. Public Transport Accessibility Level of 3).
- 12.5 An initial review would indicate that there are local residential roads located approximately 200 metres plus from the site which are not protected (e.g. North Road and the connecting roads) as well as the area near Pavilion Way as noted by the applicant (approximately 500 metres from the site). The proposed development would result in potential overspill parking demands from both new residential and commercial land uses as well as additional demands from the proposed loss of hospital staff parking. Therefore, the LBB Transport team would not be able to support the scheme without CPZ reinforcement due to potential negative impacts on the local amenity as a result of overspill parking.
- 12.6 In order to mitigate any potential harm arising from any overspill, a S106 contribution has been agreed with the applicant which will be used to fund a CPZ review (and implementation if found to be necessary). The CPZ review would include:
- Fresh set of parking beat surveys including an analysis report
 - Scheme design
 - Informal consultation
 - TROs - stat consultation
 - Implementation (infrastructure, signs, lines & stats)
- 12.7 Subject to the agreed S106 items, in particular the CPZ review, the Council's Transport and Highways officers are satisfied with the proposed level of car parking.
Hospital Car Parking Provision

- 12.8 The development proposals include reconfiguration of the main Hospital car park layout resulting in the net loss of 24 staff car parking spaces. The applicant has stated that 'the Trust is preparing a Healthcare Travel Plan to support the wider masterplan proposals for the development where a greater loss of staff car parking is anticipated. This will seek to ensure the future loss of parking is managed and does not result in additional local parking stress.'
- 12.9 The TA has been reviewed by Transport officers who have outlined that until the Hospital Travel Plan is implemented as part of the wider masterplan proposals alternate sustainable travel options should be provided for staff. To address this and help offset the loss of staff car parking spaces, the applicant has proposed to install 12 cycle parking stands (space for 24 bicycles) for the Hospital. In addition, it is proposed to introduce a cycle proficiency training course for staff to encourage higher take up of cycling and to increase their confidence to cycle on roads.
- 12.10 It is also noted that the commitment by the applicant to contribute to the CPZ review / reinforcement would help address any concerns relating to potential overspill parking impacts on the local amenity as a result of the loss of Hospital parking.

Cycle Parking

- 12.11 Cycle parking should be provided, designed and laid out in accordance with the new London Plan (2021) and the guidance contained in London Cycling Design Standards (it is noted that there has been slight changes to the standards from the previous 'Intend to Publish' London Plan to the now adopted London Plan). Details of cycle parking provision and layout in line with the London Plan and the London Cycling Design Standards and would be conditioned as part of any approval.

Access

- 12.12 Two of the existing vehicle access points on Burnt Oak Broadway will be closed with vehicle access to be provided via the main existing hospital access off the Burnt Oak Broadway (A5). The removal of the previously proposed vehicular access off the A5 is welcomed. The vehicle access proposals are supported. It is understood that the northern most residential car park can use either the Deansbrook Road or A5 access. However, the traffic volumes generated would be low.

Trip Generation and Network Impact

- 12.13 Trip Generation Assessment set out in the TA has been fully assessed by the Council's Transport and Highways officers who raise no objection in relation to net additional vehicle trip impacts on the surrounding road network as a result of the proposed development.

13.0 Other Matters

Flood Risk

- 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 A Flood Risk Assessment and Surface Water Drainage Strategy has been submitted by Stantec. The majority of the Site is located in Flood Zone 1 ‘Low Probability’ with a less than 1 in 1,000 annual probability of flooding from rivers.
- 13.3 It is considered that the proposed options demonstrate that surface water can be managed appropriately. Some queries on the methodology have been made by the Council’s Flood Risk officers and a full strategy using the appropriate methodology and mitigation measures as necessary would be secured at reserved matters stage.

Ground Conditions

- 13.4 The application is supported by a ground condition survey which has been reviewed by the Council’s EHO who is happy with the scope and content. A full report in order to ascertain if prior uses have left contaminants within the made ground such as asbestos and lead would be secured by condition.

Air Quality

- 13.5 The application was supported by an Air Quality Assessment which has been reviewed by the Council’s EHO who is happy that the development would not give rise to unacceptable air quality impacts subject to the assessment of further details at reserved matters stage.

Arboriculture

- 13.6 A Preliminary Arboricultural Report has been submitted by ACS Consulting and includes a survey of all existing trees on site. The report confirms that the Site contains B and C grade trees which are classed as trees of a moderate to low quality. Wherever possible the existing trees are being retained and extensive new tree planting is also proposed.
- 13.7 The existing row of trees located along Burnt Oak Broadway would be extended with additional tree planting. Additional trees are also proposed to be located in the hospital car park, the staff garden and the amphitheatre.

13.8 As an outline application, landscaping is a reserved matter and the full tree strategy would be assessed at reserved matters stage once a full assessment and detailed report is submitted with the detailed application.

14.0 Equalities and Diversity

14.1 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.”

14.2 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.

14.3 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.

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

15.0 Conclusion

15.0 The development would utilise land that is within the hospital estate however that is surplus to the operational requirements of the hospital and it is important to note that the development would not result in any loss or reduction in healthcare provision from the site.

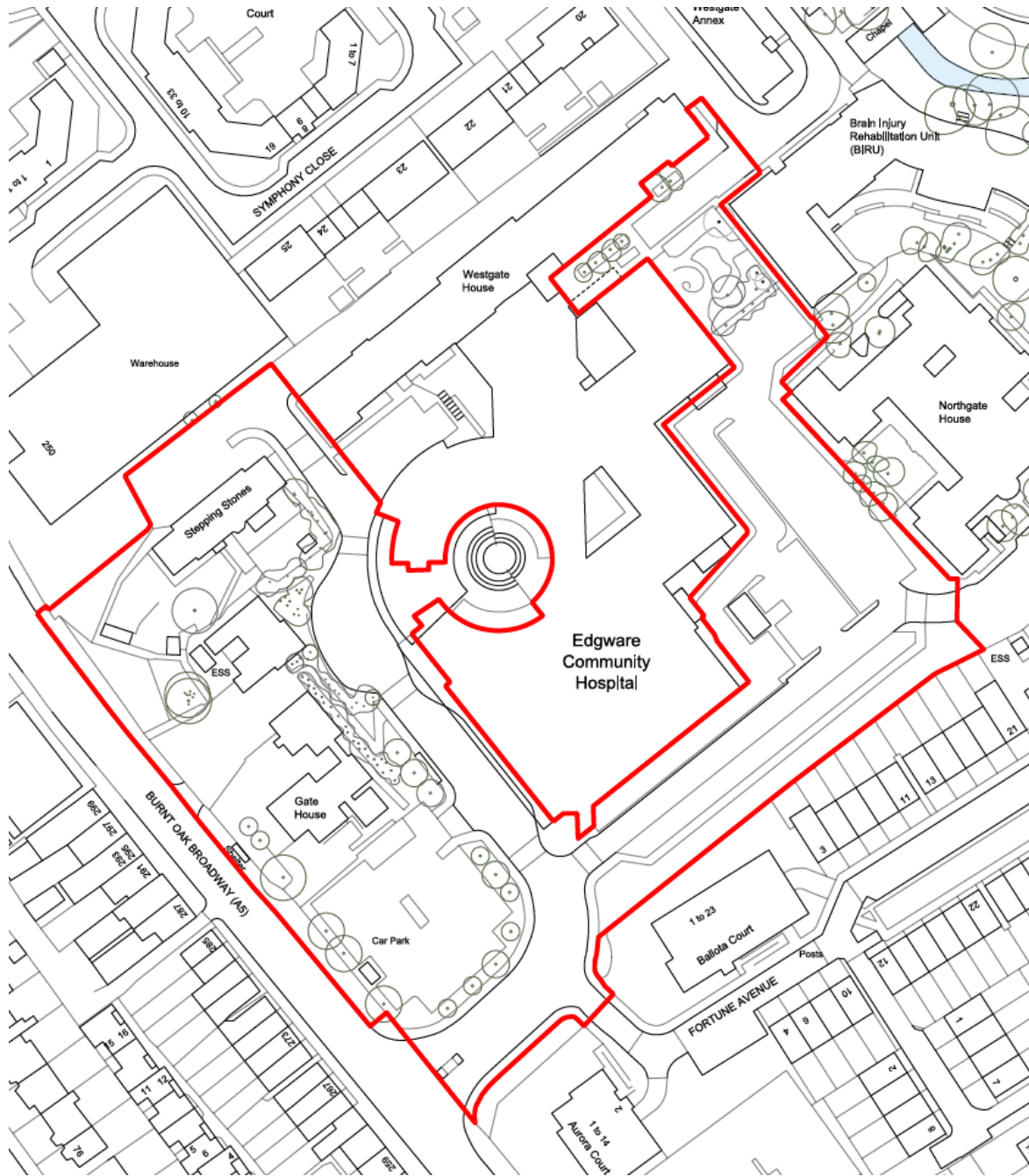
15.1 The development is the first phase of a holistic site wide strategy that will deliver hospital improvements, the most significant of which will be a new, modern fit for purpose breast screening facility. The receipts from the development cross subsidise the facilitation works of the latter phase which would subsidise the delivery of the

hospital improvements. The development is therefore an intrinsic element of the strategic objectives for the site and the hospital improvements cannot be delivered without the receipts from the current application. Therefore, whilst an affordable housing level of 0% is substantially below the policy target of 50%, the scheme is delivering substantial community benefit in the form of the hospital improvements. For this reason, officers are of the view that some flexibility should be shown with regards to the CIL payments and the S106 Heads of Terms include a mechanism which would allow the Council to grant CIL relief to the scheme which would enable the scheme to deliver 10% affordable housing. Such a provision would be in accordance with the minimum provision set out in the NPPF.

- 15.3 Based on the above, and on balance, it is considered that the application is acceptable and should be approved subject to conditions and the satisfactory completion of a S106 Agreement.

RECOMMENDATION: TO GRANT OUTLINE CONSENT SUBJECT TO THE CONDITIONS LISTED AT APPENDIX 2 AND SUBJECT TO THE AGREEMENT OF A SATISFACTORY SECTION 106 AGREEMENT

Appendix 1: Site Location Plan



Appendix 2: Conditions

Condition 1 – Approved Plans

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

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 the London Plan (2021).

Condition 2 – Reserved Matters

Applications for the approval of the reserved matters (being scale, layout, appearance and landscaping) shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.

Reason: To comply with the provisions of Section 92 of the Town & Country Planning Act 1990 (as amended).

Condition 3 – Implementation

The development hereby permitted in shall begin no later than 2 years from:

- i. The final approval of the last Reserved Matters Application pursuant to Condition 2, or;
- ii. The final approval of any pre-commencement condition associated with the Development.

Reason: To comply with the provisions of Section 92 of the Town & Country Planning Act 1990 (as amended).

Condition 4 – Construction Management Plan

No site works or works on this development including demolition or construction work shall commence on the relevant phase 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 the London Plan 2021.

Condition 5 – Delivery and Servicing Management Plan

Prior to the occupation of the relevant phase, a Delivery and Servicing Management Plan should be submitted to and approved in writing by the Local Planning Authority. The plan shall include revised layout drawings to show a servicing bay adjacent to Hospital Road and shall include vehicle tracking/swept path analysis to show the safe access and egress of a refuse vehicle into the bay.

All servicing and delivery arrangements shall be carried out in accordance with the approved Plan. If changes are made a revised Delivery and Service 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.

Condition 6 – Residential Car Park Management Plan

Prior to occupation of the relevant phase, a Residential Car Parking Management Scheme to cover the residential use shall be submitted to and agreed in writing 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. The RCPMS shall include details of electric vehicle charging points to be installed in the development shall have been submitted to the Local Planning Authority and approved in writing. These details shall include provision for each and every disabled space.

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 7 – Hospital Car Park Management Plan

Prior to occupation of the relevant phase, a Car Parking Management Scheme to cover the hospital use shall be submitted to and agreed in writing by the Local Planning Authority. The document shall include details of allocations of spaces within the revised hospital car park and 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 8 – Cycle Parking

Prior to occupation of the relevant phase, full details of cycle parking and cycle storage facilities shall be submitted to and approved in writing by the Local Planning Authority and shall be permanently retained thereafter unless agreed in writing by the Local Planning Authority.

Reason: In the interests of promoting cycling as a mode of transport in accordance with London Plan 2021 and London Cycle Design Standards, 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 9 – Bat Surveys

Prior to the commencement of the relevant phase, bat surveys of the buildings to be demolished must be completed in accordance with current best practice guidance provided by the Bat Conservation Trust. The findings of which will be presented as part of bat survey and mitigation report. The report will include a detailed mitigation plan which, in the event of a bat roost being identified, will form the basis of a Natural England EPS Mitigation Licence application as necessary. The bat survey report and mitigation plan will need to be approved in writing by the council prior to commencement of works and works implemented in strict accordance with the mitigation plan and Natural England Licence.

Reason: in the interests of ecology in accordance with the Barnet Local Plan and London Plan 2021.

Condition 10 – Contaminated Land

Part 1

Before development commences of the relevant phase other than for investigative work:

- a) A desktop study (Preliminary Risk Assessment) 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 (Preliminary Risk Assessment) 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 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.

- 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 shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.

Part 2

- d) Where remediation of contamination on the site is required completion of the remediation detailed in the method statement 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 before the development is occupied.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety in accordance with Policy CS NPPF of the Local Plan Core Strategy DPD (adopted September 2012), DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and the London Plan 2021.

Condition 11 – Surface Water Drainage

Prior to the commencement of the relevant phase, a detailed surface water drainage strategy report for the development shall be submitted and approved in writing by Local Planning Authority. The details shall include details of the discharge rates into the private sewer. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

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, the London Plan 2021, 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 12 – Phasing Plan

Prior to the commencement of development, a Phasing Plan shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in accordance with the approved document.

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 the London Plan (2021).

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LOCATION: Pentavia Retail Park
Watford Way
London
NW7 2ET

AGENDA ITEM 7

REFERENCE: 20/5933/FUL Validated: 29.12.2021

WARD: Mill Hill Expiry: 30.03.2021

APPLICANT: Gleave Partnership Limited

PROPOSAL:

Erection of a storage and distribution warehouse (Use Class B8) with ancillary offices, associated vehicle parking, van storage, pedestrian and vehicular access, landscaping and associated infrastructure works

RECOMMENDATION

Recommendation 1

That 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:

1. 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

2. Enforceability

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

3. Indexation

All financial contributions listed to be subject to indexation.

4. Employment and Enterprise

The applicant would be expected to enter into a Local Employment Agreement to provide the employment outcomes in line with the Employment and Skills SPD, which is calculated based on the scheme value. The LEA shall include a local labour target of 40%.

An in lieu contribution of £10,000 would be secured for every apprentice not delivered and an in-lieu contribution of £5340 would be secured for every other employment outcome not delivered.

5. Carbon Reduction Contribution

In order to contribute towards the London wide net zero target, the applicant would be required to mitigate the regulated CO2 emissions, through a contribution to the borough's offset fund. This contribution would be predicated on the formula set out within published GLA guidance as follows - CO2 emitted from the development (tonnes) per year) minus (CO2 target emissions (tonnes) per year) x £1800.

6. Transport, Highways and Public Realm

Footway Widening

Existing footway/cycle way along A1 to be widened to improve safety.

Grahame Park Way Railway Underpass

Grahame Park Way railway underpass enhancement scheme or commensurate financial contribution to be made.

M1 Footbridge

M1 footbridge improvement scheme or commensurate financial contribution to be made in agreement. This shall be in agreement with Highways England as part asset owner.

Bunns Lane

Bunns Lane railway bridge and M1 underpass improvement scheme or commensurate financial contribution to be made.

A1 Pedestrian Underpass

A1 pedestrian underpass to south at Tithe Walk improvement scheme or commensurate financial contribution to be made.

Bunns Lane A1 Underpass

Bunns Lane A1 underpass enhancement scheme or commensurate financial contribution to be made.

Bunn’s Lane/Pursley Road/Page Street

Commensurate financial contribution towards junction enhancements – Bunn’s Lane/Pursley Road/Page Street roundabout improvements.

Grahame Park Way Crossing

Enhanced pedestrian crossing facilities on Grahame Park Way (south of mini roundabout with Bunn’s Lane/close to the Orion Primary School) or commensurate financial contribution to be made.

Travel Plan contributions – Strategic Level Workplace Travel Plan

Contribution towards the improvements to the full list of substandard walking and pedestrian facilities identified in the (scaled down) Active Travel Zone Assessment (ATZ), in Section 5 of the Transport Assessment and ‘Pentavia Retail Park, Mill Hill, Summary of Responses to TfL Comments, 194663-44/N05 October 2021’ The pedestrian and cycle improvements detailed within this note and included within the plan at Appendix F will be funded by the developer.

7. Monitoring Contribution

A Section 106 Monitoring contribution equal to 2% of the sum of the financial contributions shall be secured.

Recommendation 2

That upon completion of the agreement specified in Recommendation 1, the Service Director Planning & Building Control or Head of Strategic Planning to approve the planning application reference 20/5933/FUL under delegated powers, subject to the conditions set out within this report.

That the Committee also grants delegated authority to the Service Director Planning & Building Control 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).

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 (2021) published 2nd March 2021 sets out the Mayor's overarching strategic planning framework from 2019 up to 2041. This document replaced the London Plan 2016.

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.

Barnet's Local Plan (Reg 18) 2020

Barnet's Local Plan -Reg 18 Preferred Approach was approved for consultation on 6th January 2020. The Reg 18 document sets out the Council's preferred policy approach together with draft development proposals for 67 sites. It is Barnet's emerging Local Plan.

The Local Plan 2012 remains the statutory development plan for Barnet until such stage as the replacement plan is adopted and as such applications should continue to be determined in accordance with the 2012 Local Plan, while noting that account needs to be taken of emerging policies and draft site proposals.

National Planning Guidance:

National planning policies are set out in the National Planning Policy Framework (NPPF) (2021).

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.

PLANNING ASSESSMENT

1.0 Site Description

- 1.1 The application comprises of Pentavia Retail Park, located between the M1 and A1 (Watford Way) within Mill Hill. The site has an area of approximately 3 hectares and currently in situ is out of centre retail park which is in a mostly vacant state having previously been occupied by a mix of retail and restaurant uses. The existing buildings on site are mostly low rise, varying between 1 and 2 storeys in height.
- 1.2 The site is sandwiched in between the A1 Watford Way to the east, which forms part of the Transport for London Road Network (TLRN), and the M1 motorway to the west. To the south of the site is an operational vehicular petrol station which has an access and egress from the A1. To the north of the site is an area of green space

which buffers the site from a cul-de-sac of three storey residential dwellings and Bunns Lane which runs southeast-northwest beneath both the M1 and A1. There is a significant land level drop from the site down to Bunns Lane.

- 1.3 Existing vehicular access to the site is from a mini roundabout to the south of the site which connects to the access road for the petrol station and the A1. There are existing pedestrian routes which connect with the wider locality via a bridge across the M1 and via the Bunns Lane underpass to the south-east and north-east of the site respectively.
- 1.4 The site is not subject to any other Local Plan designation, nor is it located within a conservation area and there are no listed buildings on site. It should be noted that the Watling Estate Conservation Area is located approximately 0.3km away to the west, beyond the M1 and Midland Mainline railway. The Mill Hill Conservation Area is located more distantly at approximately 0.8km from the site. The Public Transport Accessibility Level (PTAL) of the site ranges from a 1a to 1b (poor).

2.0 Proposed Development

- 2.1 Permission is sought for the erection of a storage and distribution warehouse (Use Class B8) with ancillary offices, associated vehicle parking, van storage, pedestrian and vehicular access, landscaping and associated infrastructure works
- 2.2 All of the existing buildings on the site would be demolished to facilitate the development although the demolition itself does not form part of the application and consent is sought through a separate application.

2.3 The development would involve the erection of a storage and distribution warehouse of approximately

3.0 Relevant Planning History

- 3.1 The following planning history is considered to be relevant to the consideration of the application.
- 3.2 Permission was granted in 1988 for the construction of two non-food retail warehouses within Class A1 of the Town and Country Planning (Use Classes) Order 1987, together with a garden centre, petrol filling station, (including Class A1 use and car wash,) restaurant; partial demolition (application ref: W00408A).

- 3.3 W00408C - Variation of conditions 2,3,10, 11, 12 and 13 of permission HQ/W00408A for constrn of 2 non-food retail warehouses within Class A1 of the Town and Country Planning (Use Classes) Order 1987, together with garden centre, petrol filling station. (Approved July 1989).
- 3.4 14/08075/FUL - Demolition of the existing Class A3 unit and partial demolition, recladding and extension of the existing Class A1 retail units and creation of Class A3 floorspace reconfiguration of vehicular access, staff parking and customer car parking. Associated hard and soft landscaping to public spaces, new ramped pedestrian access. (Approved April 2016).
- 3.5 15/01820/FUL - Demolition of the existing Class A3 unit (Restaurant) and partial demolition, recladding and extension of the existing Class A1 units (Retail) and creation of Class A3 (Restaurant & Cafe) floorspace, Class D2 (Gym) floorspace, reconfiguration of vehicular access, staff parking and customer parking. Associated hard and soft landscaping to public spaces and new ramped pedestrian access. (Approved April 2016)
- 3.6 15/01825/FUL - Demolition of the existing Class A3 unit (Restaurant) and partial demolition, recladding and extension of the existing Class A1 units (Retail) and creation of Class A3 (Restaurant & Cafe) floorspace, Class D2 (Gym) floorspace, reconfiguration of vehicular access, staff parking and customer parking. Associated hard and soft landscaping to public spaces and new ramped pedestrian access (SCHEME 2). (Approved April 2016).
- 3.7 Redevelopment of site including the demolition of all existing buildings and construction of 724 new Build to Rent residential units (Use Class C3) along with 949 sqm of ancillary residential facilities, 987 sqm of non-residential floorspace (Use Class A1, A3 and D1) within buildings ranging from 5 to 15 storeys, a new pedestrian access off Bunns Lane, open space, landscaping, car parking, acoustic mitigation and highway / pedestrian improvements (Environmental Statement Received).
- 3.8 The aforementioned application was subsequently amended as follows: Internal reconfiguration of the development to provide 7 additional residential units, reduction of 708 sqm in the amount of non-residential floorspace (Use Class A1, A3 and D1), increase of 168 sqm in the amount of ancillary residential floorspace along with amendments to the site access, landscaping and external layout.
- 3.9 The Council's Strategic Planning Committee resolved to refuse the application on 25.07.2018 for the following reason:

1. The proposed development, by virtue of its excessive height and scale would represent an over development of the site resulting in a discordant and visually obtrusive form of development that would fail to respect its local context and the pattern of development within the surrounding area, to such an extent that it would be detrimental to the character and appearance of the area. The proposal would therefore be contrary to policies CS NPPF, CS5, DM01 and DM05 of the Barnet Local Plan Core Strategy and Development Management Policies (September 2012), policies 3.4, 7.4, 7.6 and 7.7 of the London Plan (July 2011, October 2013 and January 2014) and the Pentavia Retail Park Planning Brief.
- 3.10 Following the resolution to refuse the application, the application was referred to the Mayor of London under Stage 2 referral procedure. On 5 November 2018, the Mayor of London resolved to call in the application for determination and a Stage 3 Public Hearing was held on 25 July 2019 at which the Mayor resolved to approve the application subject to the satisfactory completion of a S106 Agreement.
- 3.11 Before the S106 could be agreed and completed, the application was withdrawn at the request of the applicant through formal letter received on 6th March 2020.
- 3.12 21/1417/PND - Demolition of existing buildings. This application is currently pending consideration.

4.0 Consultations

- 4.1 As part of the consultation exercise, 4038 letters were sent to neighbouring residents, site notices were erected adjacent to the site and a notice was published in the Barnet Press. As a result of the initial consultation exercise, a total of 25 responses were received comprising of 15 objections, 3 letters of support and 7 representations.

Summary of Neighbour Objections

- 4.2 The material planning considerations contained within the representations received from neighbouring residents can be summarised as follows:
 - The development would result in an unacceptable level of HGVs and other vehicles operating out of the site exacerbating existing levels of traffic congestion in the area;
 - Extensive and effective natural screening with semi mature tree planting for carbon offset and visual screening purposes on the Bunns Lane elevation should be provided;
 - There should be greening on the site and its environs to improve SUDS and benefits of biophilia in line with the London plan for urban greening;

- The decked car park should be relocated away from the residential boundary with Bunns Lane to adjacent to the M1 side, mitigating noise, fumes and visual impact;
- A green roof should be provided to the warehouse and extensive living walls to the carpark;
- Construction hours should be limited and eventual operating hours should not be 24/7;
- A CPZ should be introduced to Bunns Lane to stop Amazon workers parking locally and impacting on the neighbourhood;
- A vehicular access to the M1 should be provided in order to alleviate traffic stress;
- The development would negatively impact on health in the area through an increase in pollution caused by hundreds of HGV's and Vans driving in and out every hour all producing high levels toxic diesel emissions;
- The development would result in unacceptable levels of noise and disturbance to local residents;
- The steel palisade fencing (galvanized) on A1 frontage would be unacceptable;
- The development would be harmful to pedestrian safety in the local area, particularly children.

Responses from External Consultees

Transport for London

4.3 An initial consolation response was received from TfL which requested that forecast modelling of the impact of the development on the local network be undertaken. This was subsequently done by the applicant and the modelling was reviewed by TfL under their formal process. Following the audit, a response outlining comments from TfL was received which outlined that there would not be a significant detrimental impact on the local road network as a result of the development. The response also outlined the following:

1. TfL indicated legibility could be improved by provision of Legible London signage.
2. We requested improved footway lighting to help people accessing the site feel safer,
3. The footway into the site on the A1 frontage should be widened to create better provision for pedestrians.
4. Pedestrian/ cycle access to the site from Bunn's Lane is not feasible as set out by the applicant.
5. The applicant didn't include the bus stops on Bunn's Lane in the ATZ and people accessing the site would only use the A1 bus stops, see note about mode shift at bullet 9 and potential bus catchment
6. We're not clear what is secured re: traffic calming on Bunn's Lane. Whilst we welcome reduced road speed, the design of vertical deflection needs to consider the impact on bus users.
7. The applicant proposed increase in cycle provision by 10 above the minimum , which is welcome, and TfL recommend this is secured by condition.

8. Car parking – TfL would prefer lower car parking provision to support mode shift targets in the Policy T1, TfL would accept the level proposed if measures to support mode shift are secured both soft measures through the Travel Plan and physical measures to improve access. As it stands, the approach to encourage mode shift lacks specific measures apart from extra cycle parking.
9. Travel Plan target response is unclear, the 54% car mode share is not in accord with London Plan targets. It worth noting that we expect a significant growth of population within walking and cycling distance of the site, as well as along public transport links. So a target closer to the London Plan targets could be achieved by recruiting locally within Colindale, Grahame Park and Mill Hill East and improving links to site.
10. Note Delivery and Servicing Plan to be secured by condition. They reference this is appended to the submission. I've not seen the appended document. It should include measures to promote use of cargo bikes for last mile deliveries of the site, and provision for electric delivery vehicles. I'm not clear if this is part of the DSP.

4.4 The substantive points raised in the response from TfL are addressed within the main body of the report.

Network Rail

4.5 Network Rail confirmed that they wished to make no representation on the application.

Metropolitan Police – Designing out Crime Officer

4.6 A consultation response was received from the Metropolitan Police DOCO which can be summarised as follows:

- I do not object to this application but as per my comments, would respectfully request your consideration to include a planning condition for the development to achieve SBD accreditation. This would appear achievable from the plans submitted;

Thames Water

4.7 A consultation response was received from Thames Water which can be summarised as follows:

- Thames Water would advise that with regard to FOUL WATER sewerage network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided;
- On the basis of information provided, Thames Water would advise that with regard to water network and water treatment infrastructure capacity, we would not have any objection to the above planning application;
- Informatives should be attached in respect of both points.

Mill Hill Preservation Society

- 4.8 A consultation response was received from the Mill Hill Preservation Society, which concludes as follows:
- It is not unreasonable to state that we support a scheme that is going to bring employment to the locality, but at the same time it is not acceptable to support a scheme where the traffic outcomes may prove unacceptable. It is for this latter reason that we have requested more information from the developer in a meaningful process, not something flimsy that can be brushed aside later;
 - The application needs to provide a clear, unambiguous understanding of the proposal; the end user is known and they operate other similar sites such that there should be a clear knowledge of the intended staffing levels and operation, after all, the layout of the site has been devised around the intended operation - Amazon. This is not a speculative scheme for an unknown operator;
 - Without this level of understanding, it is not possible to ascertain the level of parking (car and cycle) required or properly quantify the level of impact on the adjacent road network. The omission of key information leads us to believe that the impact could be severe if the correct assumptions were entered;
 - On the basis of our concerns, we consider it to be appropriate for the development to make improvements to the two affected roundabouts. Improvements were proposed to Mill Hill Circus roundabout a little while ago but the GLA and TFL shelved them. Accordingly the work has already been undertaken to demonstrate how improvements to this roundabout could be delivered and would offset the likely severe impact on highway safety.;
 - In the event the Council is minded to approve this scheme then MHPS believes the following conditions are required to make the development acceptable:
 1. Hours of operation and, deliveries by HGVs
 2. Number of HGVs on site at any one time and their management
 3. That no more than 96 vans per hour should leave the site
 4. Shift hours
 5. Improvements to Mill Hill Circus Roundabout
 6. That drones should not be used for deliveries without prior planning approval
 7. That 'Click and Collect' is not made available without prior planning approval
 8. Landscaping scheme to minimise visual impact and deliver a net-gain for biodiversity
 9. That the development harnesses the potential to generate renewable energy
 10. Offsite bio-diversity compensation within the locality
 - We trust the planning authority will take these matters into consideration when assessing this application. We further suggest the London Borough Barnet

examine fully the Transport Assessment and make good the deficiencies MHPS has identified.

Responses from Internal Consultees

- 4.9 Cllr Hart (Ward Member for Mill Hill) expressed concern about the height and bulk of the warehouse as well as the visual aspects of the development in general.

Environmental Health

- 4.10 A consultation response was received from the Council's Environmental Health who had no objections to the scheme following the submission of additional material and subject to compliance conditions.

Flood Risk and Drainage

- 4.11 A consultation response was received from the Council's Drainage team who had no objections to the scheme following the submission of additional material and subject to compliance conditions.

Ecology

- 4.12 A consultation response was received from the Council's Ecology team who had no objections to the scheme following the submission of additional material and subject to compliance conditions.

Arboriculture and Trees

- 4.13 A consultation response was received from the Council's Arboriculture officer who advised of no significant arboricultural reasons to object to this application, however requested conditions if the application is likely to be recommend for approval.

Conservation and Design

- 4.14 A consultation response was received from the Council's Conservation and Design team who advised of no in-principle objection to the use, which is much preferable for the site than the approved residential development, and is a continuation of the existing use. It will also not have the height issues that were inherent in that scheme so its impact on views out of Mill Hill CA will be much reduced over that of the approved scheme.

Transport and Highways

- 4.15 A consultation response was received from the Council's Transport and Highways team who had no objections to the scheme following the submission of additional material and subject to conditions and S106 obligations.

PLANNING ASSESSMENT

5.0 Land Use / Principle of Development

- 5.1 The existing site is occupied by comprises one large retail building in the north of the site and a smaller restaurant building to the southern part of the site. The site was previously occupied as a retail park with occupiers including Homebase along with TGI Friday within the restaurant building. All of the units within the site are currently vacant
- 5.2 Core Strategy Policy CS6 relates to the promotion of Barnet's town centres, and the supporting text for the policy outlines that suburban town centres are the economic, civic, retail, leisure and transport hubs of Barnet (paragraph 11.1.1). Policy CS6 comprises numerous aspects, all of which seek to ensure the prioritisation of town centres for town centre uses and a planned approach to retail provision within the borough.
- 5.3 Development Management Policy DM11 goes on to state inter alia 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.
- 5.4 Barnet's Local Policy is in line with national policy, with the NPPF stating that new economic growth and development of town centre uses should be focused on existing centres and going on to state that the definition of town centre uses includes retail development, leisure, entertainment facilities such as cinemas, restaurants, pubs, offices and theatres, museums and hotels.
- 5.5 There is existing retail floorspace on the site of approximately 9,053 square metres along with 664 square metres of A3 floorspace which would reduce to 987 square metres of flexible use floorspace in the proposed development (the 558 square metres is inclusive of A4 floorspace). Both retail and food and drink uses are identified as being town centre uses which the aforementioned policy framework seeks to direct to town centres.
- 5.6 The development would remove the retail floorspace from the site which is entirely consistent with the aforementioned policy context and would support Barnet's Town Centre First Approach. It is considered that the development would contribute

towards the promotion of Barnet's network of town centres in accordance with the objectives of Core Strategy Policy CS6 and DMP Policy DM11.

- 5.7 The propose use itself as a B8 (Storage and Distribution) warehouse, due to its function and operation has specific space and infrastructure requirements which this site fulfils. The site does not benefit from any designations or allocations in the Development Plan however there is an adopted Planning Brief from 2016 for the Site which sets out that a residential-led mixed-use scheme could be appropriate for the site. The Planning Brief also recognised that employment floorspace would be appropriate for the site.
- 5.8 Policy DM14 (New and Existing Employment) of the Local Plan states that new industrial/warehousing space should be located in Locally Significant Industrial Sites (LSIS). The policy goes on to state that warehousing uses should be located in close proximity to tier one and two roads and minimise impact on residential areas. Furthermore, proposals for new employment space will be expected to provide on-site servicing for the intended use and include space for waiting for goods vehicles.
- 5.9 Whilst the site is not located in an LSIS, it is located in close proximity to major road infrastructure and away from residential properties to minimise any harm to amenity. On this basis, it is considered that the site is appropriate for its proposed use.
- 5.10 Given the history of the site, it is also relevant to consider whether the proposed development would result in the loss of residential units which would have come forward. The previous application was resolved to be approved by the Mayor of London however was withdrawn prior to any formal decision being issued. The residential units that would have been delivered had the application been approved were therefore never factored into the Council's housing trajectory. There is therefore not considered to be any direct loss of housing as a result of the development.
- 5.11 Having regard to all of the above, it is considered that the loss of the retail use would be consistent with the Council's strategic retails objectives for the borough and that the proposed use is entirely appropriate for the site. The development would result in significant employment benefit for the borough and it is considered that the application is consistent with relevant policy. The principle of development is therefore acceptable.

6.0 Design and Appearance

- 6.1 The proposed development would have a height of 14.58 metres to roof level, and the van storage deck is similar in profile, measuring approximately 15.77 metres at its highest point.
- 6.2 The building materials proposed comprise light coloured horizontal cladding panels in a white grey for the main mass of the warehouse, contrasted with small areas of light blue cladding. The van storage deck located at the north east of the Site will be constructed from a white grey cladding on the external walls, with a contrasting darker grey and light blue cladding proposed on the stair cores.
- 6.3 The form and appearance of the development is very much appropriate for its use and operation. The form of the development follows the function of the site. The height of the development is modest and would ensure that it is not overly dominant within its context. The Council's Heritage and Conservation officers had no objection to the development in terms of views from the adjacent residential areas.
- 6.4 It is also relevant to consider the history of the site including the Planning Brief and the previous application. The Planning Brief sets out that heights of up to 8 storeys may be appropriate (subject to assessment) whilst the previous application was resolved to be approved at a maximum of 16 storeys. The height of the current application would be substantially below that of the previous application and below the broad height parameters set out in the Planning Brief.
- 6.5 It is therefore considered that in terms of its height, scale, bulk and massing the development is acceptable, appropriate for its context and would not have a detrimental impact on the character of the surrounding residential areas.

7.0 Amenity Impact

- 7.1 The development is located a significant distance from the nearest residential properties and its modest height and scale would ensure that there would be no unacceptable harm in terms of daylight, sunlight and outlook.
- 7.2 In terms of noise impact, the site is located in a position which has high levels of ambient noise through the M1 and the A1 road traffic. It is considered that the operation of the site would not add significant levels of noise over and above this baseline. Nevertheless, mitigation is to be provided in the form of an acoustic barrier along part of the northern and eastern boundaries of the site. In addition, a solid

elevation is to be provided to a section of the van deck structure overlooking the HGV delivery yard, to provide additional screening from HGV unloading.

8.0 Sustainability

8.1 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

8.2 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.

8.3 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.

8.4 The application is accompanied by an Energy Statement from WYG which sets out how the development accords to the London Plan energy hierarchy.

Be Lean

8.5 The Energy Statement sets out that the development would incorporate the following in terms of managing energy demand:

- The scheme has excellent Daylight levels, benefitting from wide windows to the offices enable daylight to penetrate further into the rooms.
- The proposed air permeability is a 70% improvement over building regulations.
- The proposed building services are all high efficiency and minimise distribution loss.
- The proposed lighting efficiency for the purpose of this analysis is high efficiency at 100 luminaire lumens per circuit watt.
- The emissions improve upon the Part L 2013 Baseline TER emission rate by 21% (or 15% using SAP2012 carbon factors), which equates to 7 Tonnes CO₂/year (SAP10).

8.6 The Energy Statement sets out that these measures would combine to reduce carbon emissions by 28 Tonnes CO₂/yr.

Be Clean

- 8.7 At the present date, there is no district network available in close proximity of the application site. the closest planned district heating network is within the Colindale Regeneration Area which is located to the south-west of the site. Notwithstanding the absence of implementation plans for the Colindale network at this point in time, connection to any Colindale network from the development would likely be impracticable due to the motorway infrastructure between the two locations.
- 8.8 It is set out that new SAP10 carbon emission figures mean that CHP no longer offers significant carbon reductions and in some cases, when combined with ASHP technology (as this scheme is, see green scenario), CHP can make carbon emissions worse because it is taking load away from the ASHP energy centre. Further, the heat demand and profile of the office and warehouse is not suitable for efficient CHP operation. As such, CHP is not proposed to enable the scheme to meet the 35% carbon reduction required by utilising more advanced technology. However, a carbon reduction has been realised for the 'Be Clean' stage, through efficient LED lighting and controls which equates to 25 tonnes CO₂/year.

Be Green

- 8.9 The development proposes the installation of solar PV panels. The maximum capacity of the extension roof has been utilised and it is expected that 250 sq m of photo voltaic panels could be positioned on the roof of the warehouse (circa 40.6 kWp). This would deliver 40,620 kWh, a further 11% carbon reduction (or 13% carbon reduction for SAP2012). The GREEN energy assessment carbon emissions are 21 Tonnes CO₂/yr.

Summary

- 8.10 All of the measures outlined above combine to give the following site wide regulated carbon dioxide emissions:

	Total Regulated Emissions (Tonnes per year)	Percentage saving
Part L Baseline	35	
Be Lean	28	21%
Be Clean	25	9%
Be Green	21	11%
Savings	14	41%

- 8.11 In summary, the application is largely in accordance with the London Plan energy hierarchy. The domestic elements reduce carbon emissions by 48% whilst the non-domestic elements would reduce carbon emissions by 36%; this exceeds the target set out in current Policy 5.2. Nevertheless, in line with the zero carbon objectives, if permission were granted a financial contribution would be sought with regards to

the Council's carbon offset fund commensurate with the level of shortfall below 100%.

Other Sustainability Matters

- 8.12 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. Therefore, if permission were to be granted, a condition would be attached to ensure that the development achieved a minimum standard of 'Very Good' on implementation.

9.0 Transport / Highways

- 9.1 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.

Car Parking

- 9.2 The car park comprises 111 car parking spaces including 6 disabled bays, with 20% provision for electric charging vehicles. The London Plan (2021) does not set out specific maximum standards for car parking provisions for B8 employment uses with an appropriate level of parking to be determined on a case-by-case basis.
- 9.3 In this case, the site has a PTAL of 1 and currently has very poor connectivity. The Transport Assessment assumes a 59% modal share for drivers which would equate to 87 staff driving to the site. The level of car parking is predicated on this level of parking but also accounts for shift crossovers when there will be a higher demand for staff driving to site whilst the previous shift is still on site.
- 9.4 LBB and TFL officers have no objection to the level of car parking on site given the relative isolation of the site and its poor PTAL. Officers consider that the priority is ensuring that the accessibility of the site to sustainable modes of transport is also improved alongside the car parking provision. Whilst TFL would prefer a lower level of parking, the level proposed would be considered acceptable if combined with

sustainable transport measures and a travel plan. This is addressed in a subsequent paragraph of this report.

Access

- 9.5 Vehicular access to the site would be solely from the south utilising the existing on and off slip roads from the A1. In terms of pedestrian access, this would also be provided from the south of the site with access from the A1 bus stop and from via the M1 footbridge.
- 9.6 No access is proposed from Bunns Lane as the applicant has stated that for security reasons, a secure boundary is required to the north. The layout of the development is also not suitable to allow pedestrian access from Bunns Lane and across the site to the n=entrance. Whilst in permeability and accessibility terms the lack of an access from Bunns Lane is regrettable, the operational needs of the applicant are recognised.
- 9.7 The key consideration is therefore ensuring that those pedestrian accesses which are provided are of a good quality that would promote walking to the site or through linked trips utilising public transport. In this regard, the existing footway on the A1 would be extended through agreement with TFL to make it safer and more usable for pedestrians. The S106 would also secure improvements to the walking route to the site from the north and west, including improvements to the access ramps to the M1 footbridge, improvements to the railway underpass and crossing point on Grahame Park Way. All of these improvements are considered necessary in order to ensure that the site is accessible to local workers without access to a car.

Cycle Parking

- 9.8 For B8 uses, London Plan Policy T5 requires 1 short stay space per 500m² and 1 long stay space per 1000m². The development proposes 30 secure spaces to the south of the site which would accord with the aforementioned policy standards.

Highway Network Impact

- 9.9 Given the nature of the application and the operation of the storage and distribution facility, the impact of the development on the surrounding highway network is one of the key planning considerations.
- 9.10 For this reason, during the application process it was requested that the applicant undertake modelling of the highway impact and for that modelling to be reviewed by TFL as part of a formal audit process.

- 9.11 The modelling was duly undertaken and submitted to TFL for review and TFL agreed with the applicant's conclusion that the development would not result in a significantly adverse impact on the local network.
- 9.12 The one junction where the development may have more than a negligible impact is at the Bunns Lane / Pursley Road / Page Street roundabouts. The baseline conditions of the junction are such that it is currently at capacity and as such it is particularly sensitive to any material increase, as would be the case with the current development at the assessed peak hours. For this reason, a S106 obligation is secured that would require a contribution towards a remodelled junction that would allow for improvements.

Public Transport Impact:

- 9.13 The Transport Assessment from Velocity has been fully assessed by LPA transport officers as well as TfL and it is considered that the proposed development would not have a significant impact on local public transport, including bus routes, and no contribution is therefore sought.

10.0 Flood Risk

- 10.1 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".
- 10.2 The application is accompanied by a Flood Risk Assessment which has been fully assessed by the Council's appointed drainage specialists. The methodology of the assessment is accordant with best practice and the results show that the development would incorporate measures that would minimise the likelihood of flooding. A compliance condition would be attached to any permission.

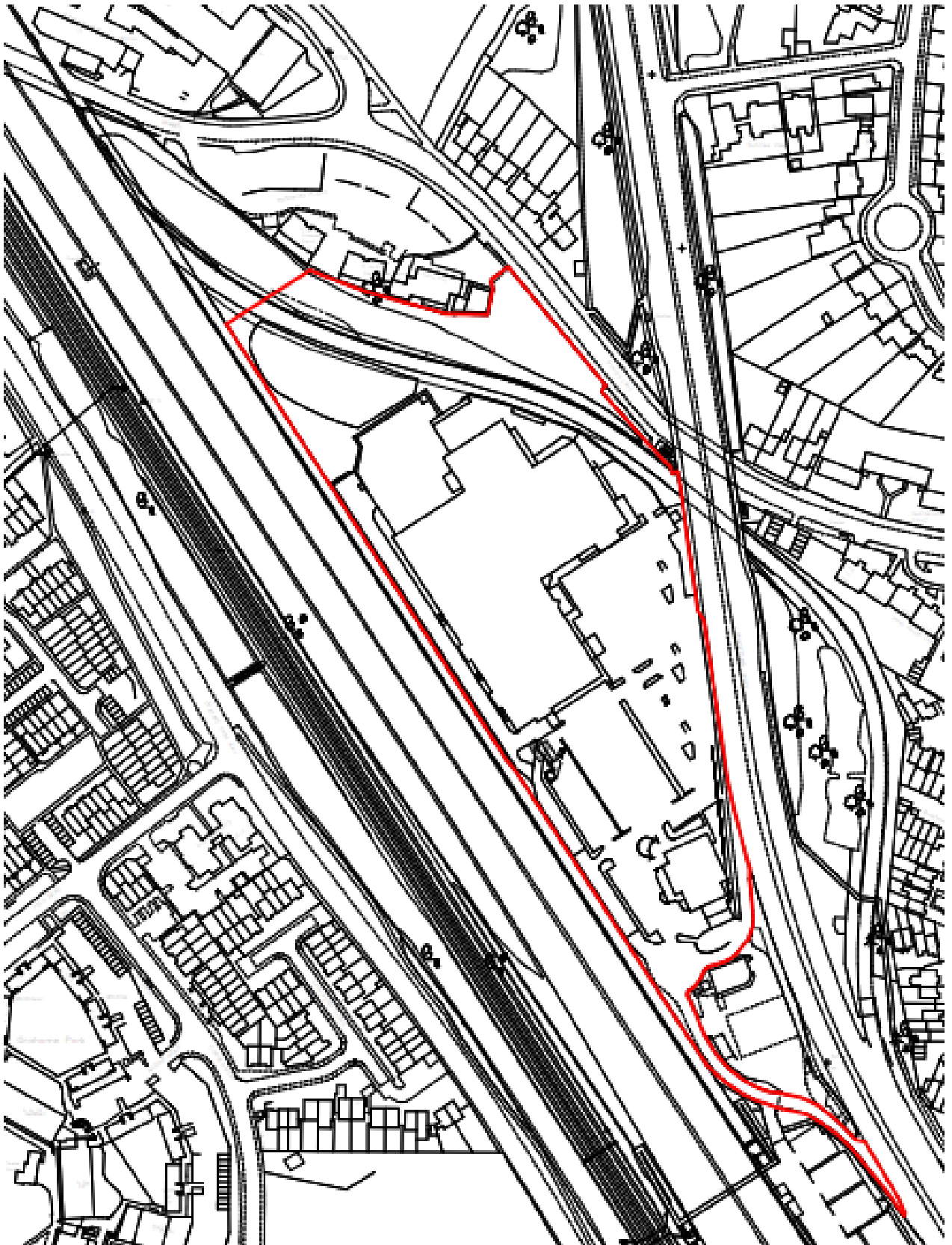
11.0 Crime Prevention / Community Safety

- 11.1 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.
- 11.2 To this end, the Metropolitan Police were consulted on the application and no objections were received. If permission were to be granted, a compliance condition would be attached to ensure that the development complied with Secured by Design standards.

12.0 Conclusion

- 12.1 The principle of development is acceptable and the removal of the retail premises on site would accord with the Council's strategic policies directing such uses to town centres. The application site is considered appropriate for its proposed use and would have significant benefit to employment in the local area and to the local economy in general. This must weigh heavily in favour of the application.
- 12.2 The height, scale, bulk and massing of the application would not result in any significant harm to local views and its design and appearance is appropriate for its use as a storage and distribution warehouse.
- 12.3 The impacts of the development in terms of transport, air quality, flooding and ecology are all acceptable and are mitigated through conditions and S106 obligations as necessary.
- 12.4 Based on all of the above, it is considered that the application should be approved subject to conditions listed at Appendix 2 and subject to the satisfactory completion of a S106 Agreement.
- 13.0 **RECOMMENDATION: TO GRANT PLANNING PERMISSION SUBJECT TO CONDITIONS AND SUBJECT TO THE SATISFACTORY COMPLETION OF A SECTION 106 AGREEMENT.**

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:

- Application Form including Certificate of Ownership;
- Planning Statement Rev 02 dated December 2020 prepared by DWD;
- Pre-application Engagement/Analysis Statement dated December 2020 prepared by DWD;
- Community Infrastructure Levy Form prepared by DWD;
- Design and Access Statement (Rev C) prepared by S+SA Architects;
 - Waste Management Strategy Rev # dated December 2020 prepared by S+SA Architects;
- Transport Assessment dated 3 December 2020 prepared by Vectos;
- Travel Plan dated 3 December 2020 prepared by Vectos;
- Car Park Management Plan dated 3 December 2020 prepared by Vectos;
- Delivery and Servicing Management Plan dated 3 December 2020 prepared by Vectos;
- Energy Statement Rev 0.1 dated 2 December 2020 prepared by WYG;
- Landscaping Plan (refs 9552-L-01 Rev D and 9552-L-02 rev D) prepared by FPCR;
- Landscape Environmental Management Plan (dated 27 August 2021) prepared FPCR;
- Arboricultural Assessment dated December 2020 prepared by FPCR;
- Arboricultural Method Statement dated January 2021 prepared by FPCR;
- Preliminary Ecological Appraisal dated December 2020 prepared by Delta Simons;

N



- Invasive Species Report (ref: EBS 3863 SK) dates 1 March 2021 prepared by Ebsford Environmental;
- Heritage Statement Version 2 dated December 2020 prepared by RPS;
- Archaeological Desk Based Assessment dated 3 December 2020 prepared by RPS;
- Flood Risk Assessment dated November 2020 prepared by Enzygo;
- Drainage Statement ref: PL3 dated 16 March 2021 prepared by EIRENG;
- Drainage Maintenance and Management Plan ref: PL1 dated 12 March 2021 prepared by EIRENG;
- Construction Management Plan Issue 2 dated 19 May 2021 prepared by TSL;
- Noise Assessment dated 26 November 2020 prepared by WYG;
- Air Quality Assessment dated February 2021 prepared by WYG;
- External Lighting Lux Levels Plot (ref: 10265-PL-101) prepared by KTA;
- External Lighting Statement (ref: PH/10265/ELR-04) dated August 2021 prepared by KTA; and
- Preliminary Geo-Environmental Risk Assessment dated December 2020 prepared by Delta Simons;
- Environmental Assessment dated January 2021 prepared by Delta Simons;
- Remediation and Verification Strategy dated February 2021 prepared by Delta Simons.

Existing Plans

Title	Plan Reference	Revision
Site Location Plan	P01	C
Existing Site Plan	P02	C
Topographical Survey	P03	C
Existing Site Sections	P04	C
Existing Elevations	P13	#

Proposed Plans

Title	Plan Reference	Revision
Proposed Site Plan	P05	F
Proposed Ground Floor Plan Sheet 1	P06	A
Proposed Ground Floor Plan Sheet 2	P07	A
Proposed First Floor Plan Sheet 1	P08	A
Proposed First Floor Plan Sheet 2	P09	A
Proposed Plant Level Plan	P10	#
Proposed Roof Plan Sheet 1	P11	C
Proposed Roof Plan Sheet 2	P12	C
Proposed Building Elevations Sheet 1	P14	D
Proposed Building Elevations Sheet 2	P15	D
Proposed Van Storage Deck Plans	P16	A
Van Storage Deck Elevations	P17	C
Overall Elevations	P18	D
Proposed Building Sections	P19	A
Parking Deck Sections	P20	A
Proposed Site Sections	P21	C
Proposed External Furniture and Boundary Treatment	P22	C
External Works Design	P23	B
Indicative 3D Massing	P25	B

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 of the London Plan (2021).

Condition 3 – Demolition and Construction Management Plan

Demolition and construction shall be carried out only in accordance with approved document 'Construction Management Plan Issue 2 dated 19 May 2021 (TSL)' unless otherwise approved in writing by the Local Planning Authority.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties 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 the London Plan 2021.

Condition 4 – Delivery and Servicing Management Plan

Deliveries and servicing shall be carried out in accordance with approved document 'Delivery and Servicing Management Plan dated 3 December 2020 (Vectos)' unless otherwise approved in writing by the Local Planning Authority.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties 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 the London Plan 2021.

Condition 5 – Cycle Parking

Prior to the first occupation, cycle parking and cycle storage facilities shall be provided in accordance with the approved drawings and shall be permanently retained thereafter unless agreed in writing by the Local Planning Authority.

Reason: In the interests of promoting cycling as a mode of transport in accordance with London Plan and London Cycle Design Standards, 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 and the London Plan 2021.

Condition 6 -Air Quality

Prior to the first occupation of the development, the Air Quality mitigation strategy shall be implemented in accordance with approved document 'Air Quality Assessment dated February 2021 (WYG)' (and Air Quality Note dated 25 May 2021) unless otherwise agreed in writing by the Local Planning Authority.

Condition 7 – Contaminated Land

Prior to the commencement of development, land remediation shall be undertaken in accordance with 'Preliminary Geo-Environmental Risk Assessment dated December 2020 (Delta Simons) and 'Remediation and Verification Strategy dated February 2021 (Delta Simons) unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety in accordance with Policy CS NPPF of the Local Plan Core Strategy DPD (adopted September 2012), DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and 5.21 of the London Plan 2016.

Condition 8 – Drainage

Prior to the first occupation of the development, the drainage and SUDS strategy shall be implemented in full in accordance with the following documents:

- Technical Note dated 16 March 2021
- Drainage Statement rev PL3 dated 16 March 2021
- Maintenance and Management Plan rev PL1 dated 12 March 2021

The mitigation measures shall thereafter be permanently retained unless otherwise agreed in writing by the Local Planning Authority.

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 9 – Noise Restriction

The level of noise emitted from the (specify machinery) 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 the London Plan 2021.

Condition 10 – Lighting

Prior to the first occupation of the development, the lighting strategy shall be implemented in accordance with 'External Lighting Statement (ref: PH/10265/ELR-04) dated August 2021 prepared (KTA)' unless otherwise approved in writing by the Local Planning Authority. The lighting 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 in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012) and Policy CS14 of the Local Plan Core Strategy (adopted 2012).

Condition 11 – Landscaping

Prior to the first occupation of the development, the Landscaping Strategy shall be implemented in accordance with the following documents:

- Landscaping Plan (refs 9552-L-01 Rev D and 9552-L-02 rev D) prepared by FPCR;
- Landscape Environmental Management Plan (dated 27 August 2021) prepared FPCR;
- Arboricultural Assessment dated December 2020 prepared by FPCR;
- Method Statement dated January 2021 prepared by FPCR;

The landscaping shall thereafter be permanently retained unless otherwise agreed 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 and London Plan (2021).

Condition 12 – 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 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 the London Plan 2021.

Condition 13 – Secured by Design

Prior to the first occupation of the relevant part of the development, certification demonstrating compliance with Secured by Design standards (or any superseding accreditation) shall be submitted to and approved in writing by the Local Planning Authority.

Reason: in the interests of community safety in accordance with paragraphs 8 and 11 of the NPPF.

Condition 14 – BREEAM

The development shall achieve an ‘Very Good’ rating under BREEAM UK New Construction 2014 (or such equivalent standard that replaces this) for the Shell/Shell and Core stage and an ‘Excellent’ rating under BREEAM Refurbishment and Fit-out 2014.

- a) Within 12 months of work starting on the development, unless otherwise agreed in writing, a BREEAM UK New Construction 2014 (or such equivalent standard that replaces this) Shell and Core 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.
- b) Within 3 months of first occupation of the non-residential unit within the development, unless otherwise agreed in writing, a BREEAM UK New Construction 2014 (or such equivalent standard that replaces this) Shell and Core 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 an “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 non-residential unit within the development, unless otherwise agreed in writing, a BREEAM Refurbishment and Fit-out 2014 Parts 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 3 months of first occupation of a non-residential unit within the development, unless otherwise agreed in writing, a BREEAM Refurbishment and Fit-out 2014 Parts 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 an ‘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 15 – 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.