

<p style="text-align: center;"><u>MEETING</u></p> <p style="text-align: center;">STRATEGIC PLANNING COMMITTEE</p>
<p style="text-align: center;"><u>DATE AND TIME</u></p> <p style="text-align: center;">MONDAY 10TH JANUARY, 2022</p> <p style="text-align: center;">AT 7.00 PM</p>
<p style="text-align: center;"><u>VENUE</u></p> <p style="text-align: center;">HENDON TOWN HALL, THE BURROUGHS, LONDON NW4 4BQ</p>

TO: MEMBERS OF STRATEGIC PLANNING COMMITTEE (Quorum 3)

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

Councillors

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

Substitute Members

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

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

Andrew Charlwood – Head of Governance

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

Media Relations Contact: Tristan Garrick 020 8359 2454

ASSURANCE GROUP

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

ORDER OF BUSINESS

Item No	Title of Report	Pages
1.	Minutes of the last meeting	5 - 8
2.	Absence of Members	
3.	Declarations of Members' disclosable pecuniary interests and other interests	
4.	Report of the Monitoring Officer (if any)	
5.	Addendum (if applicable)	
6.	21/4709/FUL - Ravensfield House, Fenella Buildings, 1 - 3 Burroughs Parade And 3 Egerton Gardens, The Burroughs, London, NW4 4BD	9 - 96
7.	21/4722/FUL - Meritage Centre, Nos.32-46 and Nos.28-30 Church End; Nos. 2-6 Church Terrace; Nos.13-21 Prince Of Wales Close (also known as 13-21 Church End), London, NW4 4JT	97 - 186
8.	21/4723/FUL & [21/4724/LBC] - Building 9 and Hendon Library, The Burroughs, London, NW4 4BQ	187 - 268
9.	21/4613/FUL - Former The Quinta Club Mays Lane Barnet EN5 2AP	269 - 314
10.	21/4612/FUL - Land at Car Park, Fuller Street, Barnet NW4 (Hendon)	315 - 366
11.	21/5061/FUL - Land at Prince Of Wales Estate, Between Prince Of Wales Close and Fuller Street, Hendon, NW4 4RR	367 - 406
12.	Any item(s) that the Chairman decides are urgent	

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Decisions of the Strategic Planning Committee

11 November 2021

Members Present:-

AGENDA ITEM 1

Councillor Eva Greenspan (Chairman)

Councillor Golnar Bokaei	Councillor Claire Farrier
Councillor Mark Shooter	Councillor Laurie Williams
Councillor Stephen Sowerby	Councillor Thomas Smith (Substitute for Councillor Melvin Cohen)
Councillor Julian Teare	Councillor Reema Patel (Substitute for Councillor Nagus Narenthira)
Councillor Reuben Thompstone	Councillor Nagus Narenthira
Councillor Tim Roberts	Councillor Gabriel Rozenberg (Substitute for Councillor Jess Brayne)
(Substitute for Councillor Jess Brayne)	

Apologies for Absence

Councillor Melvin Cohen	Councillor Jess Brayne
Councillor Nagus Narenthira	

1. MINUTES OF THE LAST MEETING

The Committee approved the minutes of the meeting on the 21 October 2021 as a correct record.

2. ABSENCE OF MEMBERS

Apologies were received from Councillor Melvin Cohen who was substituted by Councillor Thomas Smith.

Apologies were received from Councillor Jess Brayne who was substituted by Councillor Gabriel Rozenberg.

Apologies were received from Councillor Nagus Narenthira who was substituted by Councillor Reema Patel.

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 were dealt with under individual agenda items. The Committee noted the addendum to the Planning Agenda which was published and circulated prior to the meeting.

**6. EDGWARE COMMUNITY HOSPITAL, EDGWARE HA8 0AD (BURNT OAK)
21/0274/OUT**

The report was introduced and slides presented by the Planning Officer.

Paul Burley, the agent addressed the Committee on behalf of the applicant.

Following discussions, the Chairman moved to the vote on the officer's recommendation.

The votes were recorded as follows:

For (approval) – 10

Against (approval) – 1

Abstained – 1

RESOLVED that the application be **APPROVED**, subject to conditions as detailed in the report, and as amended by the committee in relation to the parking spaces for the blood donor site and s106 agreement.

That the Committee also grants delegated authority to the Service Director Planning & 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 their absence the Vice-Chairman) of the Committee (who may request that such alterations, additions or deletions be first approved by the Committee)

**7. PENTAVIA RETAIL PARK, WATFORD WAY, LONDON, NW7 2ET (MILL HILL)
20.5933.FUL**

The report and addendum were introduced and slides presented by the Planning Officer.

Ian Dix, the agent addressed the Committee on behalf of the applicant.

Following discussions, the Chairman moved to the vote on the officer's recommendation.

The votes were recorded as follows:

For (approval) – 12

Against (approval) – 0

Abstained – 0

RESOLVED that the application be **unanimously APPROVED**, subject to conditions as detailed in the report, addendum and s106 agreement.

That the Committee also grants delegated authority to the Service Director Planning & 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 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 8.01 pm

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LOCATION: Ravensfield House, Fenella Buildings, 1 - 3 Burroughs Parade And 3 Egerton Gardens, The Burroughs, London, NW4 4BD

REFERENCE: 21/4709/FUL **Received:** 31 August 2021 **AGENDA ITEM 6**
Accepted: 16 September 2021
WARD: Hendon **Expiry:** 16 December 2021

CASE OFFICER: Hardeep Ryatt

APPLICANT: London Borough of Barnet

PROPOSAL: Demolition of Ravensfield House and Fenella Building, nos. 1 - 3 Burroughs Parade, no.3 Egerton Gardens and Erection of part 4, 6 and 7 storey block and freestanding 5 storey rotunda building over cleared site and existing car park comprising new public library (675 sqm), Arts and Creative Industries facility (4,450sqm), Safer Neighbourhood Team Unit (70 sqm), community floorspace, retail floorspace (415 sqm), 384 x purpose built student accommodation units, 28 x C3 residential dwellings, provision of 15 x blue badge parking spaces and 3 x car club parking spaces and landscaping. The application is accompanied by an Environmental Statement (and an Environmental Statement Addendum).

RECOMMENDATION 1:

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

RECOMMENDATION 2:

Subject to Recommendation 1 above, the applicant and any other person having a requisite interest in the site be invited to enter into an agreement or unilateral undertaking under Section 106 of the Town and Country Planning Act 1990 and any other legislation which is considered necessary for the purposes of securing the following planning obligations, subject to any changes as considered necessary by the Service Director or Head of Development Management:

1. Legal Professional Costs Recovery
Paying the council's legal and professional costs of preparing the Agreement and any other enabling agreements;
2. Enforceability
All obligations listed below 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. Affordable Housing

i) 100% of C3 Residential Units to be provided as affordable housing, 100% Social Rented with early stage review.

ii) 50% of student accommodation (sui generis) to be provided as affordable, as set out in para 4.15.8 of The London Plan.

5. Employment and Enterprise

The applicant would be required to enter into a Local Employment Agreement with the Council in order to provide an appropriate number of employment outcomes for local residents. Alternatively, the applicant may wish to make a financial contribution in lieu of the employment outcomes. Such a contribution would be commensurate with the number of outcomes secured and in line with the Barnet Delivering Skills, Employment, Enterprise and Training SPD guidance.

6. Community Access Agreement

7. Student Management Plan

8. Carbon Offset Contribution

Payment of £360,078.50 index-linked as a contribution to ensure that the development achieves net zero carbon dioxide emissions, in accordance with the London Plan 2021 and based on £95 per Tonne per annum over 30 years.

9. Highways Improvement / Works Contributions

i) All measures identified within the Active Travel Zone (ATZ) assessment, including accident mitigation.

ii) Local Cycle Lanes identified by LBB Highways on Station Road.

iii) Feasibility study into the viability of a cycle facility for the Burroughs.

iv) Improvements to cycling/walking experience along Chapel Walk and West View.

v) Improvements to pedestrian pinch-points along the Burroughs.

vi) High quality (segregated/semi-segregated) cycle facility on the A503 through Brent Street & Church Road. The A406 junction into Golders Green Road from Brent Street is one of the more straightforward North Circular Road crossings in the area for a cyclist.

vii) Improved Signals scheme at Church Road/Parson Street/Finchley Lane with enhanced ped facilities/cycle ASLs in design.

10. Section 278 Highway Works

All necessary works to the public highway under section 278 of the Highways Act to facilitate the implementation of the development in agreement with the Local Highways Authority.

11. Framework Travel Plan Monitoring

Financial contribution towards a travel plan monitoring, final sum to be agreed.

12. Framework Travel Plan Incentives Fund

i) Travel Plan with robust targets demonstrating commitment to London plan mode share targets.

ii) Framework Travel Plan Incentive Fund - Car club credit/membership.

13. Control Parking Zone (CPZ)

Financial contribution towards Local CPZ monitoring, consultation and implementation, final sum to be agreed.

14. CPZ Restriction and Traffic Management Order
 - i) Financial contribution (per phase if applicable) towards the amendment of Traffic Management Order (TMO) to ensure that all new occupants, both student and residential occupants, are prevented from purchasing parking permits in local CPZs.
 - ii) Middlesex University Student Accommodation contracts shall prevent students parking within the University campus.
15. Greenspaces
 - i) CAVAT payment contribution required to compensate the loss of trees located within the application site.
 - ii) Playspace contribution of £18,899.49 to compensate shortfall in play provision. Index Linked towards the improvement and enhancement of a park or open space in the Hendon ward.
 - iii) Amenity Open Space total of £13,650 to compensate shortfall in amenity open space. £10,500 (Index Linked) towards the improvement and enhancement of for a park or open space in the Hendon ward; and £3,150 (Index Linked) towards Tree planting in the vicinity of the development
16. Student Accommodation – Nomination Agreement

Student accommodation should be operated directly by Middlesex University and if not then a Nomination Agreement will need to be secured for the majority of the bedrooms in perpetuity in line with policy LPP H15.
17. Bus Service Contribution

A financial contribution to provide an additional bus service in the vicinity of the site. Amount to be agreed with TfL.
18. Monitoring Fee

A contribution of £5,000 towards the monitoring of the S106 agreement.

RECOMMENDATION 3:

That subject to Recommendation 1 and upon completion of the agreement specified in Recommendation 2, the Service Director of Planning and Building Control or Head of Development Management to approve the planning application reference 21/4709/FUL under delegated powers, subject to the conditions as set out within this report.

That the Committee also grants delegated authority to the Service Director of Planning and Building Control or the Head of Development Management 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).

CONDITION(S) and INFORMATIVES

Please refer to Appendix HR1 at the end of this report for the full list of proposed Conditions and Informatives.

1. MATERIAL CONSIDERATIONS

1.1 Key Relevant Planning Policy

Introduction

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

The development proposals have been carefully considered against the relevant policy criteria and, for the reasons set out in this report, it is concluded that the development would fulfil them to a satisfactory level, subject to the conditions and planning obligations recommended. The proposed development is therefore considered to comply with the requirements of the development plan.

National Planning Policy Framework (2021)

This document replaces the previous version of the National Planning Policy Framework (NPPF) published in February 2019. The NPPF sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced.

The NPPF states at Para 126, "The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities."

In addition the NPPF retains a 'presumption in favour of sustainable development', unless any adverse impacts of a development would "significantly and demonstrably" outweigh the benefits.

The London Plan 2021

The new London Plan which sets out the Mayor's overarching strategic planning framework for the next 20 to 25 years was adopted on the 2nd March 2021 and now supersedes the previous Plan (2016).

The new London Plan policies (arranged by chapter) most relevant though not exclusive to the determination of this application are:

Chapter 1

- GG1 Building strong and inclusive communities
- GG2 Making the best use of land
- GG3 Creating a healthy city
- GG4 Delivering the homes Londoners need
- GG5 Growing a good economy
- GG6 Increasing efficiency and resilience

Chapter 2

- Policy SD6 Town centres and high streets

Chapter 3

- Policy D1 London's form, character and capacity for growth
- Policy D2 Infrastructure requirements for sustainable densities
- Policy D3 Optimising site capacity through the design-led approach
- Policy D4 Delivering good design
- Policy D5 Inclusive design
- Policy D6 Housing quality and standards
- Policy D7 Accessible housing
- Policy D8 Public realm
- Policy D11 Safety, Security and resilience to emergency
- Policy D12 Fire safety
- Policy D14 Noise

Chapter 4

- Policy H1 Increasing housing supply
- Policy H4 Delivering affordable housing
- Policy H5 Threshold approach to applications
- Policy H6 Affordable housing tenure
- Policy H7 Monitoring of affordable housing
- Policy H8 Loss of existing housing and estate redevelopment
- Policy H10 Housing size mix
- Policy H15 Purpose-built student accommodation

Chapter 5

- Policy S1 Developing London's social infrastructure
- Policy S2 Health and social care facilities
- Policy S4 Play and informal recreation

Chapter 6

Policy E2 Providing suitable business space

Policy E11 Skills and opportunities for all

Chapter 7

Policy HC1 Heritage conservation and growth

Chapter 8

Policy G1 Green infrastructure

Policy G5 Urban greening

Policy G6 Biodiversity and access to nature

Policy G7 Trees and woodlands

Chapter 9

Policy SI 1 Improving air quality

Policy SI 2 Minimising greenhouse gas emissions

Policy SI 3 Energy infrastructure

Policy SI 4 Managing heat risk

Policy SI 5 Water infrastructure

Policy SI 7 Reducing waste and supporting the circular economy

Policy SI 8 Waste capacity and net waste self-sufficiency

Policy SI 12 Flood risk management

Policy SI 13 Sustainable drainage

Chapter 10

Policy T1 Strategic approach to transport

Policy T2 Healthy Streets

Policy T3 Transport capacity, connectivity and safeguarding

Policy T4 Assessing and mitigating transport impacts

Policy T5 Cycling

Policy T6 Car parking

Policy T6.1 Residential parking

Policy T6.2 Office Parking

Policy T6.5 Non-residential disabled persons parking

Policy T9 Funding transport infrastructure through planning

Chapter 11

Policy DF1 Delivery of the Plan and Planning Obligations

Barnet Local Plan

The development plan documents in the Barnet Local Plan constitute the development plan in terms of local planning policy for the purposes of the Planning and Compulsory Purchase Act (2004). The relevant documents comprise the Core Strategy and Development Management Policies documents, which were both adopted in September 2012. The Development Management Policies document provides the borough wide planning policies that implement the Core Strategy. These policies will be used for day-to-day decision making.

Although other policies are of relevance, the Local Plan development plan policies of most relevance to the determination of this application are:

Core Strategy (Adopted 2012):

CS NPPF (National Planning Policy Framework - Presumption in favour of sustainable development)
CS1 (Barnet's Place Shaping Strategy - Protection, enhancement and consolidated growth - The three strands approach)
CS4 (Providing quality homes and housing choice in Barnet)
CS5 (Protecting and enhancing Barnet's character to create high quality places)
CS7 (Enhancing and protecting Barnet's open spaces)
CS8 (Promoting a strong and prosperous Barnet)
CS9 (Providing safe, effective and efficient travel)
CS10 (Enabling inclusive and integrated community facilities and uses)
CS11 (Improving health and well-being in Barnet)
CS12 (Making Barnet a safer place)
CS13 (Ensuring efficient use of natural resources)
CS14 (Dealing with our waste)
CS15 (Delivering the Core Strategy)

Development Management Policies (Adopted 2012):

DM01 (Protecting Barnet's character and amenity)
DM02 (Development standards)
DM03 (Accessibility and inclusive design)
DM04 (Environmental considerations for development)
DM06 (Barnet's heritage and conservation)
DM07 (Protecting housing in Barnet)
DM08 (Ensuring a variety of sizes of new homes to meet housing need)
DM09 (Specialist housing – including student accommodation)
DM10 (Affordable housing contributions)
DM13 (Community and education uses)
DM14 (New and existing employment space)
DM16 (Biodiversity)
DM17 (Travel impact and parking standards)

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

Local Supplementary Planning Documents:

Planning Obligations (April 2013)
Residential Design Guidance (April 2013)
Sustainable Design and Construction (April 2013)
Delivery Skills, Employment, Enterprise and Training from Development through S106 (October 2014)

The Burroughs and Middlesex University Supplementary Planning Document (SPD) has not yet been formally adopted. The Council has been advised by leading and junior counsel that although not adopted, the draft SPD nonetheless may be regarded as a material consideration. The Council has also been advised that the weight to be given to any material consideration is a matter of planning judgement. The draft SPD is yet to be formally adopted. The Chief Executive has also been delegated 'to make any necessary minor changes to the SPD in consultation with the Chairman of the Committee before its final publication'. That process has yet to

be undertaken. The draft SPD is also supplementary to proposed policies in the emerging plan (Barnet's Draft Local Plan) some of which are subject to objection and all of which have yet to be subject to independent examination by an inspector at an examination in public. In addition, the draft SPD is currently subject to an application for judicial review. The Council is robustly defending its position and hopes to be successful in those proceedings. However, if the judicial review application were to be successful and if the Council had relied on the draft SPD in the determination in favour of the grant of this application there would be a possible risk that it might be regarded as having contaminated the lawfulness of its decision to grant planning permission. That risk however small can be avoided if the draft SPD is not given any weight. Accordingly, having regard to all of these factors, officers have exercised their planning judgement and have not given the draft SPD any weight in the determination of this application.

As explained above, the SPD has been given no weight in the consideration of this application. As such, the outcome of those judicial review proceedings will not affect any of the conclusions set out in this report.

Mayoral Supplementary Planning Documents and Guidance:

Barnet Housing Strategy 2015-2025

Accessible London: Achieving an Inclusive Environment (April 2004)

Sustainable Design and Construction (May 2006)

Wheelchair Accessible Housing (September 2007)

Planning for Equality and Diversity in London (October 2007)

Shaping Neighbourhoods: Play and Informal Recreation (September 2012)

All London Green Grid (March 2012)

Housing (March 2016)

Affordable Housing and Viability (August 2017)

The Control of Dust and Emissions during Construction and Demolition (July 2014)

Mayor's Transport Strategy (2018)

Barnet's Local Plan (Reg 22) 2021

Barnet's Draft Local Plan on 26th November 2021 was submitted to the Planning Inspectorate for independent examination which will be carried out on behalf of the Secretary of State for the Department of Levelling Up, Housing and Communities. This is in accordance with Regulation 22 of the Town and Country Planning (Local Planning) (England) Regulations 2021 (as amended).

The Regulation 22 Local Plan sets out the Council's draft planning policy framework together with draft development proposals for 65 sites. 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 has been taken of the policies and site proposals in the draft Local Plan limited weight has been given to the draft Local Plan in the determination of this application (see further below).

The sites identified in the Local Plan Schedule of Proposals and which remain relevant to the Hendon Hub regeneration project and the current set of planning applications are tabled below. The application site covers nos.35, 36 and 38.

Site No.	Site Address	Indicative Units
35	Egerton Gardens Car Park, The Burroughs	23 (69 student)
36	Fenella, The Burroughs	60 (180 student)
38	Ravensfield House, The Burroughs	84 (252 student)
40	Meritage Centre, Hendon	36 (108 student)
41	PDSA and Fuller St Car Park, Hendon	12 (36 student)

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.

Environmental Impact Assessment Regulations (2017)

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

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

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

The Regulations apply to two separate lists of development project. Schedule 1 development for which the carrying out of an Environmental Impact Assessment (EIA) is mandatory and Schedule 2 development which require the carrying out of an EIA if the particular project is considered likely to give rise to significant effects on the environment. The proposed development does not fall within Schedule 1 of the regulations.

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

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

Given the nature and scale of the development, it was common ground with the applicant that the application would need to be accompanied by an ES in line with the Regulations.

An EIA Scoping Report was submitted to the London Borough of Barnet (LBB) as the relevant local planning authority (LPA) by GL Hearn on behalf of the London Borough of Barnet (LBB) as the 'Applicant'. The Report requested an EIA Scoping Opinion (under Section 13 of the Regulations) in respect of information required to be submitted in support of planning application(s) for the redevelopment of a number of sites within the Hendon area.

These would come forward as separate planning applications, however given the proximity and interconnection of these sites, for the purposes of EIA Regulations, they collectively are considered to constitute a single development known as the 'Hendon Hub'. The Local Planning Authority subsequently issued a Scoping Opinion in May 2021 confirming that the proposed scope of the ES was acceptable.

The current application is thus accompanied by an ES, the scope of which has been agreed by the LPA, fully in accordance with the Regulations. It is a comprehensive Environmental Impact Assessment (EIA). Volumes I, II and III of the Environmental Statement (ES) detail the existing baseline environmental effects from the proposed development, during its demolition, construction and operation. The ES concludes that in relation to each environmental topic scoped in, there are no anticipated residual significant adverse effects, following adoption of the mitigation measures outlined in the ES.

2. PLANNING CONSIDERATIONS

2.1 Background & Site Context

The Hendon Hub Project consists of 7 separate sites which will see proposals for development, refurbishment and landscaping focused primarily in and around The Burroughs area in Hendon. The sites are principally focused around the civic centre of Hendon, running along the west and east sides of The Burroughs from Watford Way in the south to Church Road in the north.

The Burroughs (A504) is a major road that connects the A41 (Watford Way) through to Finchley in the north east. At the southern end of The Burroughs is the Burroughs Conservation Area. This broadly extends from Watford Way in the south to St Josephs Grove in the north in linear form.

To the north of St Josephs Grove is the civic core to Hendon, characterised by larger civic buildings which include Hendon Town Hall, Hendon Library on the western side of The Burroughs and Middlesex University Buildings to the east. There are also several listed buildings in this area, the Town Hall, Public Library, and Fire Station.

To the north of The Burroughs is Church Road. This area is the southern extent of the Hendon Church End Conservation Area. Hendon Church End is a linear development, with St Mary's Parish Church at its heart, and links Church Road to the south with Watford Way to the west.

The 7 planning applications which have been submitted and form the Hendon Hub project are:

21/4709/FUL – Ravensfield & Fenella (this application report)

Three new buildings providing a mix of student accommodation, affordable housing, new teaching and student facilities, with community and retail uses at street level. There will also be two important new civic buildings; the relocated Hendon Library and the new Arts and Creative Industries (ACI) facility.

21/4722/FUL – Meritage Centre

Redevelopment which will deliver new student accommodation, a healthcare-based community use and new shared accommodation for young adults.

21/4723/FUL & [21/4724/LBC] – Building 9/Hendon Library

New grade A teaching Facility for Middlesex University.

21/4612/FUL – Fuller Street

New building to house the re-located PDSA (Pet Hospital).

21/4613/FUL – Former Quinta Club

Change of use and refurbishment of the existing building for the relocation of Schools Libraries Resource Service (SLRS)

21/5054/FUL – Linear Woodland*

Landscaping proposals including the installation of wayfinding signage, new lighting, improvements to the existing public footpath and creation of a new public footpath.

* - This application has been formally withdrawn as requested by the applicant.

21/5061/FUL – Land @ Prince of Wales Estate

Provision of car parking spaces as well as the creation of informal play areas and landscaping works within the estate.

Hendon Hub Masterplan:



2.2 Site Description

The land to which this proposal relates lies entirely within the London Borough of Barnet. The application site is located on The Burroughs and comprises of Ravensfield House, Fenella House, 1-3 The Burroughs Parade, car park and no.3 Egerton Gardens. Together this site (referred to as R&F) is approximately 0.87ha in size.

Fenella House sits to the north of the site and is a two-storey brick built office building. The building is currently used by Middlesex University as their administrative hub for around 300 staff. The main use is to provide teaching and staff facilities for Middlesex University and is leased from Barnet Council for a 20-year period.

Ravensfield House is adjacent to Fenella House to the south and is a two-storey prefabricated office block. Ravensfield House is currently used as part of Middlesex University to teach performing arts courses and in March 2013 a 20-year lease was approved with Barnet Council on this site for educational purposes.

To the south of Ravensfield is the terrace of three properties 1-3 The Burroughs Parade, which are three storeys in height with retail at ground floor and residential above. At the southern end of the site is a surface level car park with access/egress from Egerton Gardens. Finally, 3 Egerton Gardens is a two-storey detached residential building located at the south east corner of the site.

To the east (rear) of the application site are the residential dwellings located between Babington Road and Egerton Gardens. These residential properties are two storey mainly semi-detached and terraced. Our Lady of Dolours Church is situated to the south on Egerton Gardens and The Hendon Methodist Church is further to the south west on The Burroughs. Both locally listed.

The site is not located within a Conservation Area and there are no Listed Buildings within the site. However, the Grade II Listed Hendon Town Hall, Hendon Library and Hendon Fire Station sit opposite to the west. To the immediate north of this group of three civic buildings is the Middlesex University locally listed building and the main campus. Opposite the university campus is Usher Hall which provides student accommodation to Middlesex University.

Brent Street District Shopping Centre and Hendon Central Shopping Centre are both less than 0.5 km away from the site. The site is located within Flood Zone 1 and has a PTAL rating of 4 (good).

2.3 Proposed Development

This application seeks planning permission for the demolition of Ravensfield House, Fenella Building, nos. 1 - 3 Burroughs Parade, no.3 Egerton Gardens and erection of part 4, 6 and 7 storey block and freestanding 5 storey rotunda building over cleared site and existing car park to include:

- 384 x purpose-built student accommodation units (sui-generis)
- 28 x C3 residential dwellings
- Public library (675 sqm - Use Class F.1)
- Arts and Creative Industries facility (4,450 sqm - Use Class F1)
- Safer Neighbourhood Team Unit (70 sqm - Use Class F1)
- Community and Retail floorspace (415 sqm - Use Class E and F1)
- 15 x blue badge parking spaces; and
- 3 x car club parking spaces and landscaping.

There would be three new buildings with the circular rotunda building to the south which would accommodate the re-located public library and the safer neighbourhood team at ground level. This would be five storeys in height with the top floor set back and residential units on the upper floors. These units would all be affordable and not in private tenure.

To the north would be a new Arts and Creative Industries (ACI) facility four storeys in height with the top floor set back on three sides. These two civic elements of the scheme book end the central building which at ground level would house the community and retail uses.

This includes the relocated community uses from the Meritage Centre site: Citizens Advice Bureau, Meridian (Chinese Mental Health) and African Cultural Association. There would also be a new Community Hall; new retail units and Middlesex University marketing suite. These units would all be located at ground level providing new active frontages alongside public realm improvements with hard and soft landscaping to The Burroughs.

New student accommodation would be provided on the upper floors. The recessed centre mass of the building would be five storey with the flanks on either side increasing to seven storeys with the upper floor set back with a mansard roof. To the rear of the building (east elevation) these flanks are four storeys with set backs at sixth and seventh storey level.

Land Use

The detailed planning submission and documents (e.g. planning statement, floorspace schedule, appendix 2) confirm that there would be an overall net increase of community use floorspace and affordable housing. All existing residential and community uses within the Meritage Centre and the existing Hendon Library, will be re-provided within this development.

A summary table has been provided below:

Table 3(a): Proposed [and MC re-located] Floorspace and Uses on RFC Site			
Description	SQM GIA	Use Class	Student Bedrooms
Citizens Advice Bureau	340	E	
Hendon Library Facility	675	F.1	
Additional Community Use (linked to Library)	155	F.2	
Arts and Cultural Industries / ACI (Middlesex University)	4450	F.1	
Purpose Built Student Accommodation	8547	Sui generis	384
Retail Space	415	E	
MSU Suite	100	F.1	
Community Hall Space	150	F.2	
Safer Neighbourhood Team	70	F.2	
Meridian	250	F.2	
African Cultural Association (ACA)	65	E	
Unallocated Basement Space	70	F.2	
Dwellingflats	2329	C3	

Citizens Advice Bureau currently has GIA of 273.55 sqm, this would increase to 340 sqm, a gain of 66.45 sqm within a new modern facility. The Meridian (Chinese Mental Health) currently has GIA of 548.2 sqm. They would be provided with 250 sqm, plus the use of the community hall and space within the new library, which gives a total of 552 sqm, a marginal gain within but still within new modern facilities. The African Cultural Association currently has GIA of 81 sqm and would be provided with 65 sqm

of space however they would also have the ability to use the adjoining community hall (150 sqm).

The existing Hendon Public Library has GIA of 462 sqm and this would increase to a minimum of 675 sqm with the potential to also utilise the lower ground space of 70 sqm. The new library building would create more flexible and efficient spaces which could be adapted to provide both the traditional library offer and deliver a more dynamic and flexible services.

The applicant has confirmed that Mencap would be relocated to 154 Station Road, Hendon.

2.4 Relevant Planning History

There is no strategic planning history relevant to the application site other than the formal scoping opinion:

Reference: 21/2885/ESC

Address: Hendon Hub In And Around The Burroughs, Church Road And Church End Hendon London NW4

Decision: Statement Scope Acceptable

Decision Date: 16 July 2021

Description: Environmental impact assessment scoping opinion

There are other minor planning applications relating to the various buildings contained within the red line boundary however these are generally not considered to be directly relevant to this application.

2.5 Pre-application Consultation by the Applicant

A Public Consultation Report has been submitted with the planning application, prepared by GL Hearn, which outlines the public consultations which the applicant's agent has carried out prior to the submission of the application.

The report details for example:

- 14-week non-statutory public consultation period ran from 27 February 2021 to 7 June 2021, with the aim to obtain feedback from local residents and stakeholders.
- A project website was set-up (www.hendonhub.co.uk) to allow people to find out more about the consultation and feedback via the online survey.
- A total of eight online presentations were held via Zoom and an additional four in-person events were held at the Scholars Courtyard at Middlesex University during the week commencing 17 May 2021.
- Leaflets were delivered to over 13,000 addresses (including residential and business addresses) in the Hendon and West Hendon wards.
- At the same time the leaflets were distributed, press releases were issued to local news media.
- The applicant (LBB) promoted the project and consultation events through its own social media channels, including its corporate Facebook and Twitter accounts.
- The University has also been undertaking its own local engagement in parallel to the work being carried out by the applicant's project team.

- The Barnet Libraries team also undertook its own consultation exercise in parallel to the main consultation.

2.6 Public Consultations

As part of the consultation exercise, 699 letters were sent to neighbouring properties and residents. In addition the application was advertised in the local press and site notices were posted. At the time of preparing this report a total of 285 letters of objection were received.

In addition three letters in support have been received from Middlesex University.

2.6.1 Public Objections:

The letters of objection received are summarised as follows:

- Considerable opposition to these developments by residents, so should be refused.
- Sites are not brownfield or unused sites.
- Hendon Masterplan with its 8 applications is a development proposal that is not supported by a formally adopted SPD nor the new Local Plan (currently at Reg 19 Stage).
- The area is being overtaken by the University.
- Insufficient demand for this student accommodation.
- The new blocks are too tall, bulky and out of character for the area. Overshadow heritage buildings such as the Town Hall and The Library
- Design of replacement buildings is poor and inappropriate, the 'rotunda' design of block B3 is superficial.
- The provision for the library and archives in block B3 is totally inadequate.
- The upper floors of block B3 are totally unsuited to social housing.
- Over-development, would lead to over-use of a very small area by university staff, students, community groups, residents, public, people using the library and civic buildings etc.
- This will result in overcrowding, increased noise, littering, antisocial behaviour, crowded pavements, more traffic and congestion.
- Serious transport and parking issues. The Burroughs is a main road, the cycle route through narrowing the road, will make the traffic even worse and could cause accidents and not effective.

- There is no dedicated space for a Hendon community hub. Most of the organisations have limited spaces on ground floor of Block 2, sharing it with retail shops and the MDX marketing suite as well as students.
- There is no re-provision of a site for Age Concern, do not know where Mencap is going.
- The development would cause serious transport and parking issues due to the loss of Egerton Car park which has been used for decades.
- The new library is too small and unsuitable.
- There would be severe detrimental effects on the residents with a very obvious change of character and outlook in the area.
- The existing buildings are perfectly sound and should not be demolished, undermines Barnet's policies on environment and climate change.
- The footprint and urbanisation of the site is considerably increased.
- Should keep the 4-bed residential property, as it is high priority family housing in Barnet.

2.6.2 Neighbouring/Residents Associations & Local Amenity Groups:

The Burroughs Residents Association:

The Burroughs and Middlesex University Supplementary Planning Document (SPD) which sets out the development principles that guide and shape the Hendon Hub regeneration has not yet been formally adopted. Therefore, no weight should be placed on the SPD.

Building Communities

GG1A of the London Plan was not properly considered or complied with when creating the Hendon Hub scheme. It took at least 2-3 years for the community to be meaningfully engaged in the plans and at that stage the process moved very quickly and was not sufficiently meaningful. Just 36 hours after The Burroughs and Middlesex University SPD Consultation ended, Hendon residents received paperwork for the Hendon Hub Consultation. Therefore, no SPD feedback from the public was considered when Barnet Council created the draft Hendon Hub scheme. Additionally, the Leader of the Council made it clear in correspondence to residents from January 2021 that he was already fully behind the proposals.

Despite 88% of residents who responded to the Hendon Hub consultation opposing it (Barnet Council's figures) the plans were still approved.

Building new student accommodation blocks in established conservation/residential areas between two primary schools, displacing long-standing residents, community groups and organisations, reconstructing the civic town centre of Hendon into a university campus (two current residential/conservation sites are even described as the two new "gateways to student campus" in Planning Application Supplementary Documents) when instead Middlesex University could have built the accommodation on its own footprint where there is room for it contradicts Policies GG1C, GG1E, GG1F and GG1G of the London Plan.

Proposed New Buildings

The proposed new buildings for this particular Hendon Hub development will be overbearing, significantly larger in scale and wholly out of character with the area.

- Blocks 1, 2 and 3 too bulky and tall. They are not designed sympathetically to the local area nor are they in keeping with the character of the area. They do not complement the Grade II listed grand and charming buildings opposite.
- A 2012 plan to redevelop The White Bear pub on The Burroughs which is just three buildings along from this site, was refused because of scale and height and because the design was unsympathetic to the area. It was substantially smaller than what is being proposed here.
- This site is contrary to character, design and heritage policies in the London Plan 2016, especially policy CDH03 on the Public Realm, CDH04 on Tall Buildings and CDH08 on Barnet's Heritage. Paragraph 130 from the NPPF and Sections C1, I1, I2 and B2 from the National Design Guide also haven't been sufficiently considered.
- From the London Plan (March 2016) .2.6: in reference to Outer London Vision and Strategy, one of the key opportunities is maintaining and enhancing quality of life that is already there. Delivery of "lifetime neighbourhoods" is an important part of preserving this. These plans seek to actively diminish and dismantle a "lifetime neighbourhood".
- The newbuilds' footprint is twice that of the existing buildings – I object to the size, scale and mass of what is proposed.
- The Town Hall, public library and fire station will lose their places as the notable buildings of The Burroughs. The existing character of the area is not of a campus or student town. These buildings are notable in terms of their character and the proposal will drastically alter the character of the area to detrimental effect.
- There is more concrete hardstanding than trees and it makes the Hendon Hub aims of improving public realm immediately unrealistic and unachievable. There has therefore been inadequate consideration of opportunities for landscape enhancement and sustainable materials.
- The development will have a negative impact on the street scene. This will contradict Section 1, 5 and 6 from the Building for Life guidance.

The development will have a detrimental effect on the character setting of Hendon Methodist Church, a 1937 Art Deco church constructed by Welch and Lander and part of the 20th Century Society's Campaign for Outstanding Buildings. The church is a 'building of significance' which complements Brampton Court. It is an important Hendon landmark. The above suggests a breach of compliance with Section 16 from the NPPF concerning conserving and enhancing the historic environment.

- Policy D1, D4, D5, D9 from the London Plan concerning Design; as well as Policy CS5 from the Barnet Local Plan Core Strategies document and Policy DM02 and DM05 from the Barnet Local Plan Development Management Plan Document have not been properly considered or complied with and strongly suggests that this proposal is unsupportable.

Over-Development

This whole development is too dense and brings too many groups of users into a very short stretch - 160 m - of The Burroughs. It should be scaled down and user groups reduced to prevent overcrowding and overdevelopment.

- The use of these new buildings as student accommodation, residential flats, community and educational facilities will cause widespread disruption and raise numerous issues (noise, littering, antisocial behaviour, crowded pavements, busy bus stops, more comings and goings, more traffic, more traffic queues and pollution from standing traffic).

- The massive increase in footfall to this 160m stretch is unworkable. Meridian Wellbeing alone received 15,000 visitors last year.
- Retail shops meant to be relocated from 1, 2, 3 Burroughs Parade to rotunda building (Block 3) have now been shunted to ground floor of Block 2 (student unit). Block 2 ground floor has too many organisations who will have to share some 'bookable' community space to run their events. It is unclear where Mencap (from Meritage site) will end up. Community and charity groups will have to share the ground floor with student units, plant areas and back of house operations, bike and refuse storage.

This is strongly indicative of poor design and contradicts the facets as laid out within Section 12 of the NPPF and Sections C1, I1, I2 and B2 from the National Design Guide. This also contradicts London Plan policies D1, D4, D5 and D9, and Policy CS5 from the Barnet Local Plan Core Strategies and Policy DM05 from the Barnet Local Plan Development Management Plan.

Community Requirements

Why is there no dedicated space for a Hendon residents' hub?

- There is no mention here of re-provision of a site for Age Concern and the activities for the senior members of our community nor for the Scouts.

Transport & Parking Issues

- A new cycle lane will be provided along the A504 The Burroughs from Egerton Gardens to the A41 Watford Way in the south'. This cycle lane is going to narrow The Burroughs which is already a narrow road and congested at peak and other times and will cause gridlock.

The report also acknowledges that The Burroughs is a narrow road and there will be an increase in public transport trips but assumes that students will use 239 bicycles as cycle parking spaces will be provided. Use of bicycles is rare on The Burroughs because it is a dangerous road to cycle down as are the neighbouring A41, A1 and North Circular. Provision of cycle parking spaces will not mean students ride bicycles.

- Cars and taxis attempting to drop residents and visitors off at the site, including senior citizens and children attending community groups plus the inevitable additional traffic to this overdeveloped, multi-use site plus will cause further major traffic and safety issues.
- The 412 (minimum) new residents in this development will mean more deliveries and more congestion.
- The loss of 93 parking spaces from the rear of Fenella and Ravensfield for MDX staff will be re-provided behind the Town Hall or MDX car park. Parking re-provided to MDX or council staff will increase vehicular movement on St Joseph's Grove and Greyhound Hill which are heavily used for school runs and have a high pedestrian footfall.
- Loss of parking at Egerton Gdns car park means loss of parking for council and MDX staff, churchgoers of Our Lady of Dolours and Hendon Methodist Church, members of Mother & Toddler and Yoga groups, The Burroughs Guild, Saturday Afternoon Fellowship and Kumon. Also, visitors to residents, the Chimaya Mission and nearby parks and allotments.
- Removing Egerton Gdns car park will force people to park on street which is hazardous and causes more accidents.
- 'With the area having good levels of public transport and low levels of parking at the sites it is expected that the vast majority of visitors and residents will use public transport to access this site'. In addition to loss of parking for all the groups using Egerton Gardens car park, it is unrealistic to suppose there will be no car users

among: users (of all ages) of all the community services, Middlesex University Marketing Suite, the library, half the occupants of the 13 new homes to be relocated from the Meritage site plus the other 15 flats planned, the 384 new student residences, shop staff plus visitors to all the above.

- Barnet Council's own SPD Residential Design Guidance (October 2016) states that developers must ask the question "Is there enough parking for residents and visitors"? (Appendix 1, Q10). In this instance, the answer is no. It is important to note that Mayor of London, Sadiq Khan, has said TFL is cutting bus services by 4% by 2024, raising fares and reducing off-peak services.
- The nearby bus stops will be serving thousands more people a week. How is this feasible?
- Appendix B – 2011 Census Data QS701EW on Page 48 – Method of Travel to Work – for Barnet residents aged between 16 and 74 is based on a Census taken in 2011. This is 10 years ago, so is it still relevant? Also, this did not include travel for people below the age of 16 – which could have included taking children to and from school by car to one of the four primary schools in the area. This also did not include Barnet residents over 74 who due to diminishing health could be driving or taking taxis.
- The figures given in Appendix C for university student and staff drivers are confusing and contradictory. Even so, there is still not adequate parking provision for any of the numbers of car-users quoted. Where are they all going to park? Promoting sustainable transport is outlined within Section 9 of the NPPF and the applicant has clearly not considered this sufficiently. Policy DM03 and DM17 from the Barnet Local Plan development management plan have also not been considered sufficiently.
- The travel plan indicates that there are 360 existing cycle storage spaces in 15 areas of MDX and that they are very underutilised. The new blocks for Hendon Hub applications have 239 cycle storage spaces to conform with London Plan requirements. These will again be underutilised as students living in nearby halls will not need to cycle. So another superfluous provision to tick the box for development. The travel plan for all of the Hendon Hub applications indicate a planned cycle lane from Egerton Gardens to A41. This is such a short distance and does not link up with any other dedicated cycle lanes in the area and is barely a solution to the added congestion that the development will bring.

New Library Location too small and unsuitable

- The new library is too small to contain Local Studies, archival records, dedicated sections for adults, children, teenagers, spacious study seating, IT stations, Makerspace. The shape of the floor plan exposes dead space. Some space in the original design had to be sacrificed for a Police SNT that is not confirmed, leaving only 675 sqm for the library.
- The new library lacks the 'presence' of a distinguished 1920s building with its featureless glass walls. The aspiration should be to lift and inspire people of all ages not to diminish them in a space resembling a nursery. Library users will not appreciate being stared at from outside through the glass while they are trying to work or read in peace.
- Evidently, the proposed library is indicative of poor design. Poor design is not just about how a building looks – it is also about how a place and building will function in the short and long term. This is clearly contradictory to National planning policies concerning achieving high quality design – as laid out within Section 12 of the NPPF and the National Design Guide; as well as Policy D1, D4, D5, D9 from the London Plan concerning Design, Policy CS5 from the Barnet Local Plan Core

Strategies document and Policy DM02 and DM05 from the Barnet Local Plan Development Management Plan Document.

Severe Adverse Impact upon Residential Amenity

- Bringing in this many services and occupants to these buildings will unquestionably lead to a significant increase in noise and disturbance for residents.
- Even though Block 2 has stepped down storeys, there is still overlooking into rear gardens of properties along both Egerton Gardens and Babington Road from the setback units, meaning a loss of privacy, light and overshadowing.
- Outlook of residents will be greatly affected as there is no longer a suburban feel to the street scene. Block 3 (5 storey rotunda) will literally be a blot on the landscape. Block 1 (Arts centre) will have an adverse impact on the outlook for immediate neighbours on Babington Road. Similarly, Block 3 has towers dominating #5, 7, 9 etc of Egerton Gardens.
- Loss of a 4 bedroom residential property which is high priority family housing in Barnet. Evidently the proposal will result in adverse impact upon residential amenity in terms of overbearing impact, overlooking, loss of privacy and impact on right to private enjoyment of property. Clearly, paragraph 130 from the NPPF, Section C1, I1, I2 and B2 from the National Design Guide, and Section 1 and Section 6 from the Building for Life guidance will be contradicted. Similarly, Policy CS5 from the Barnet Local Plan Core Strategies document and DM01 from the Barnet Local Plan Development Management Plan will also be contradicted.

Environmental Concerns

- The demolition of perfectly sound, existing buildings undermines Barnet's policies on environment and climate change. Policies: ECC01 Mitigating Climate Change and ECC02 Environmental Considerations.
- The applicant has not considered sustainable materials and environmental impact sufficiently. There has been no consideration of the Barnet London Borough Supplementary Planning Document on Sustainable Design and Construction, Policy G5 from the London Plan concerning Urban Greening and Policy DM15 from the Barnet Local Plan Development Management Plan.

Water Concerns

- Thames Water has identified an inability of the existing water network infrastructure to accommodate the needs of this development proposal and the need to build very close to water mains amongst other things. This development will therefore cost more, construction time will be increased and the site and its neighbours are at risk from low water pressure or continued reinforcement works.

Officer Comment

All of the above representations have been taken into account and are considered within the relevant sections of this report and which form part of the assessment set out below.

Vivian Avenue Residents Group:

As a group of residents living in Vivian Avenue area, we are aghast that the Hendon Hub plans were NOT notified to our households. Many of us use the civic centre, Library & Church End area as well as Brent St.

The consultation area is very limited for such huge proposals that will change the way Hendon will look, feel & function for the future.

We strongly object to the expansion of the university. The aims to provide/replace teaching facilities could be accommodated more modestly in smaller buildings and on the university's existing footprint.

The high volume student accommodation proposed is unnecessary; to promote it as a way to tackle traffic congestion & climate change issues is totally disingenuous.

This development will cause great disruption to the area: character change, shift in demographics, overcrowding, loss of carparking facilities, blotting the landscape with block buildings, overuse of site, increased urbanisation, loss of privacy to residents, pollution & congestion.

The replacement library is unsubstantial & is peripheral to the civic buildings across the road. It will be severely limited having only 675 sqm & may be used by students living next door rather than by the public.

Thames Water has indicated that the site CANNOT support the number of units requiring water delivery without more extensive works. This means longer construction time & higher costs to the project & major disruption to users/residents of the area.

The new cycle lane proposed is a derisory small stretch from Egerton Gdns to A41. What good would that do when the buses need to stop just before the A41 going west?

The whole concept of Hendon Hub looks to have gotten out of hand. From improving uni facilities at Fenella & Ravensfield House, it has morphed into appropriating our public library & building 7 storey student units to wresting the carpark that has been in use for the public for decades. It only serves to tear the community apart for the benefit of MDX.

Officer Comment

Vivian Avenue is located some distance away from the application site beyond the consultation radius of the planning application. Nevertheless these representations have been taken into account and are considered within the relevant sections of this report and which form part of the assessment set out below.

The Barnet Society:

This project is a great opportunity to create a better setting for the existing civic and listed buildings, but the proposed scheme fails to take it.

The replacements for the Fenella, Ravensfield & Central Library should be more deferential & complementary to the civic buildings' opposite. They should be more restrained, & harmonious in form & materials with the civic buildings. At present they are too competitive & over-bearing.

The Library is less over-bearing than Fenella & Ravensfield but its circular form seems arbitrary: it is alien to the existing civic & church buildings & to its new neighbours. Nor is it successful in townscape terms, implying as it does parity between The Burroughs & Egerton Gardens, when what is called for is a more consistent massing & building line.

The resulting effect would not be helped by the landscape fronting the new buildings. There is an opportunity here for a bold & unifying planting & paving scheme that could

transform The Burroughs (especially if complementary improvements could be made on the N-W side of the road). Instead, it is given over mainly to paving & hard surfaces which contribute to the sense of disparate parts.

The scale, mass & height of the proposed scheme would have a serious detrimental effect, not only on the listed buildings opposite but also on the two conservation areas either side.

We also regret that no thought has been given to the option of incorporating additional floors to the existing Ravensfield, which would be a far greener alternative than demolition & rebuild.

The decision to locate the new library on the ground floor & basement means that natural light levels will be significantly lower than in the existing library building. The area given over to the library (675 sqm) is considerably less than offered in the existing library. There is very little detail about the provision for the local studies library & archives, which is concerning.

Officer Comment

These representations have been taken into account and are considered within the relevant sections of this report and which form part of the assessment set out below.

2.6.3 In Support

Middlesex University

Chief Executive:

I write in my capacity as the Chief Executive Officer of Middlesex University Students' Union, Middlesex University to state that the Students Union is certainly in favour of the new academic buildings and student accommodation proposed in the above planning applications. As They will enable our students to be taught in modern facilities with much improved teaching spaces and more flexibility while they study at Middlesex.

I'm conscious of the importance of adequate teaching spaces and the impact it has on our students' experience. We see this reflected in our annual surveys and want to do all we can to improve student experience at Middlesex. Some of the buildings in these planning applications will soon become unfit for teaching purposes (such as the old single storey clinic behind the Hendon Library building and the Ravensfield building), and these plans would give us the opportunity to house teaching and learning in purpose built, improved facilities.

Consolidating more of our student accommodation in Hendon would be very welcomed by our student population. Currently, many of our students travel across London from Wembley or elsewhere and this adds financial burden, and can be challenging especially for those with part time jobs or caring responsibilities. I think it would be hugely beneficial for more of our accommodation to be within walking distance of the campus.

I have seen some local residents' concerns about student behaviour and the Students' Union, in collaboration with the University is committed to ensuring that students' impact on the local area is as positive as possible.

Vice Chancellor:

As Vice-Chancellor of Middlesex University, I support the Hendon Hub proposals contained within the planning applications above. They will enable the University to improve the facilities for students and staff, in line with our commitment to infrastructure that enables flexibility, which is a key part of the University's 2031 Strategy.

Middlesex University is passionate about high-quality education for all of our students. Our teaching changes lives locally, nationally and globally, enabling our students to shape their own lives and the world around them. Our practice-centred approach means that our students can flourish in society and the world of work because they have developed the skills and mind-set of entrepreneurialism, social justice and sustainable change. Teaching our students in some of our current spaces will become more difficult as some of these older buildings become no longer fit for purpose. The proposals in the planning applications will enable the replacement of four old educational premises with two modern buildings. These proposals are aimed at providing improvements in the quality of our facilities and improving our students' experience.

The proposals will also allow us to consolidate more of our student accommodation into Hendon, rather than being housed in Wembley or elsewhere in London. We believe this will improve students' experience. We have noted residents' concerns about student behaviour and we are committed to ensuring that students' impact on the local area is as positive as possible. The University is working in partnership with the local police and with Barnet Council to mitigate anti-social behaviour, recognising that this is caused by only minority of our students and also by people who are not students. Overall, we are very proud of our students, who contribute a great deal to their local community through work placements in local businesses, hospitals and care settings and volunteering in the local area. Equally, we are aware of the very considerable economic and social contributions that students make to the Barnet area.

Director of Estates:

I am writing in support of this planning application in my role as the Director of Estates for Middlesex University, a position I have held for almost ten years but I have been at the University for almost fourteen years. In that period of time the University has transformed itself from around fourteen sites across north London to those we occupy within Barnet. We have done this by disposing of old tired and worn out buildings and invested the proceeds into new building on our campus at Hendon.

This Planning application would allow the University to hand back to Barnet Council the Fenella building and the Ravensfield building both of which we have rented from Barnet Council since 2007 and both are reaching the end of their useful life. We will also dispose of 1 Burroughs Parade where the upper floors are not really suitable for modern academic functions. We hope to build a new Arts and Creative Industries building, to enable teaching and learning in a modern building, replacing those poorer performing energy inefficient academic buildings. This will help the University to meet government targets on carbon emissions.

This planning application will also see a brand new fit for purpose library building to replace the existing Hendon Library which is considered an inadequate building for a modern library service. Above this new library however is some sorely needed key worker accommodation and this should be welcomed by everyone.

In this application we are also proposing three hundred and fifty student bed spaces on the Fenella / Ravensfield site. I feel that any detrimental effect on the local neighbourhood will be minimal and in fact it will boost local trade and reduce pressure on local services such as buses and trains. The existing shop will be replaced with a slightly larger one but there will also be some fit for purpose essential space for things like the Citizens Advice Bureau and community space for local people which currently operate out of very poor premises that are no longer fit for their purpose on The Meritage area.

I am not an expert in architecture but The Burroughs streetscape will be immensely improved by the demolition of all those buildings on that side of the road and replacements with new buildings across the road from the Town Hall, Library and Fire Station. They will actually complement rather than detract which is what the current buildings manage quite easily.

I do hope that the scheme will be passed in its entirety.

2.7 Responses from External Consultees

Greater London Authority (GLA)

Strategic issues summary

Land use principles:

The delivery of purpose-built student accommodation, new residential accommodation, publicly accessible social infrastructure and re-provided retail floorspace is supported, subject to the submission of a robust management plan for the public's use of the community space, library and arts and cultural industries building.

Housing:

The scheme proposes that 50% of the student accommodation and 100% of the residential units would be affordable (64% intermediate and 36% social rented) which is supported. A full FVA would not be required should the site's existing social rented accommodation be fully reprovided as it proposes 100% affordable housing.

Urban design:

The mass, scale and layout of the buildings are broadly supported subject to further view analysis and internal and external amendments.

Transport:

Further information is required on mode share assessment and the new crossing. Revisions to parking provision and secure walking, cycling and public realm are required.

Further information on energy, whole-life carbon, circular economy, sustainable drainage and flood risk is required.

Recommendation

That Barnet Council be advised that the application does not yet comply with the London Plan for the reasons set out in paragraph 144. Possible remedies set out in this report could address these deficiencies.

Officer Comment

Officers are content that there are no reasons outstanding or in contention between the Council and the GLA that would merit a reason(s) to refuse the proposed scheme as submitted. There are some additional details and information requested by the GLA which will be provided by the applicant and reviewed under the GLA Stage 2 process.

Transport for London (TfL)

Location

The site is located on the east side of The Burroughs south of Babington Road and north of Edgerton Gardens. The nearest section of the Transport for London Road Network (TLRN) is A41 Watford Way located approximately 250m to the south.

The nearest Underground station is Hendon Central, which is located approximately 800m to the south-west of the site, served frequently by the Edgware branch of the Northern Line. The area is well served by buses with the nearest routes on the Burroughs; 143, 183 and 326 and a further three routes on A41 Watford Way around 250m to the south. As such, the Public Transport Access Level (PTAL) of the site is 4 (on a scale of 1 to 6 where 6 is excellent and 1 is very poor).

The site forms part of the Middlesex University Hendon Hub Master Planning area.

Access

Site access will be relocated from The Burroughs to a one-way route from Babington Road through to Egerton Gardens; and the existing access from The Burroughs will be removed. While this access proposal is supported, the applicant shall clarify access arrangements for both pedestrians and cyclists and Barnet Council should consider whether the changes should be supported by a stage 1 road safety audit.

Nevertheless, it is understood that the proposal will improve walking and cycling condition on site, in line with London Plan T2 Healthy Street, which is supported.

Car parking

The proposal does not include general parking provision and existing car parking (123 spaces) within the red line boundary will be removed, which is welcomed as it will help to reduce car parking and car reliance for the university. While the student accommodation element will be 'car free' except for 15 blue badge parking spaces (12 for social housing and 3 for students) and 3 car club parking spaces. It is considered that the provision of 3 car club spaces are excessive and should be reduced to no more than 1 space. The development should be subject to a permit free agreement, to be secured by s106 agreement to prevent all new residents, students, and employees from accessing on street permits.

Trip Generation and Mode share

A trip generation forecast based on TRICS has been undertaken; it is expected that the proposal will generate more person trips than the existing. The proposed development is predicted to generate 3356 person trips compared with 1707 from the existing site during the day. It is also estimated that a peak of 435 (07:00-08:00) movements in an hour in the proposed development compared to 357 (08:00-09:00) in the existing situation. This reflects the higher level of trip making from the student accommodation throughout the day whilst the existing properties are vacant

throughout the night. As the proposal forms part of the Hendon Hub Masterplan, the applicant shall also consider cumulative impact from other applications forming part of the Master Plan project.

For public transport modes, the TA predicts that 234 (54%) AM peak will be by public transport for the proposal compared to 154 as for existing development. However, the applicant shall further disaggregate the public transport (PT) modes into various PT (i.e. buses, tube, rail) modes and provide a directional assessment to enable a robust assessment. TfL will further advise on the need of securing mitigation against local bus service capacity improvement/ station capacity improvement at Hendon Central Underground Station on details of further assessment have been made available and reviewed.

Healthy Streets & Public Realm

The proposal would enable improvements for pedestrians and cyclists to be delivered, which is supported and is in line with London Plan policy T2 Healthy Street. They include new pedestrian crossing facilities with traffic calming to improve safety; this is strongly supported. TfL should be further consulted on the detailed design prior to implementation to ensure that bus reliability would not be adversely impacted. It is also welcomed that a cycle lane has been proposed on the section of the A504 The Burroughs between the A41 Watford Way in the south to the site, which would improve safety and attractiveness of cycling.

An Active Travel Zone (ATZ) assessment has not been undertaken, which is disappointing in the context of this site forming part of a phased masterplan for the wider campus. An ATZ should be undertaken to assess local walking and cycling conditions and identify improvement opportunities for the 20 minutes walking/ cycling journey time catchment area, particularly walking and cycle routes to Hendon Central station and Colindale. Barnet Council is encouraged to secure necessary improvements as necessary.

The Council should also consider the accident data within the ATZ and secure necessary measures to overcome them in line the Mayor's Vision Zero agenda.

A Stage 1 Road Safety Audit (RSA) shall be undertaken for all highway proposal ensuring the proposal would not compromise safety for road users.

Cycle parking

A total of 239 cycle parking spaces for the proposal will be provided as follow:

- Student Accommodation - 194 long stay + 10 short stay = 204 total
- Retail – 3 long stay + 11 short stay = 14 total
- Community* – 1 long stay + 10 short stay = 12 total
- Library - – 1 long stay + 9 short stay = 11 total
- Total = 239

This meets the adopted London plan cycle parking standards across all land use within the site and is in line with London Plan policy T5 Cycling. The applicant is reminded that adequate changing and shower facilities should be provided for the non- residential elements to facilitate staff/ employees commute by bike; the applicants shall commit to provide large spaces for 5% of the cycle parking provision is welcomed.

It is also understood that the cycle parking proposal would not lead to an overall increase of cycle parking in the Middlesex University campus as the applicant consider that existing cycle parking is underutilised. The university is therefore strongly encouraged to explore potential improvement to existing facility alongside with other initiative to make cycling more attractive for both students, staff and visitors.

Highway Impact

It is not expected that the level of vehicular trip generation would give rise to significant highway and traffic capacity impact to the TLRN (A41 and A1) in the area.

Servicing

In line with the Draft London Plan policy T2 and T7F, a Draft Delivery & Servicing Plan (DSP) has been submitted and the proposed servicing strategy is principally supported which regulate servicing activities on site. It is expected that the final Delivery & Servicing Plan (DSP) the proposed development would submit and be secured by condition. However, the applicant shall seek to consolidate servicing with the wider Middlesex University estate to improve efficient and reduce highway impact.

Construction

The applicant expects that construction of the proposal will generate is 10 per day (representing 20 HGV two-way) during the construction peak.

A Construction Logistics Plan (CLP) should be secured by the Council as Pre-commencement condition in line with London Plan policy T7 Deliveries, Servicing & Construction. The CLP should identify efficient, safe and sustainable arrangements to be employed at each stage of implementation the development to reduce and mitigate impacts of freight vehicle movements arising from the scheme, including impacts on the expeditious movement of traffic, amenity and highway safety. Details should, where relevant, include Freight Operator Recognition Scheme (FORS) Silver Level or similar accreditation, site access, loading/unloading and parking arrangements, booking systems and timing of arrivals at and departures from the site, vehicular routes, scope for load consolidation and use of alternative modes and measures to reduce risks and impact of collisions with vulnerable road users like pedestrians and cyclists.

Construction consolidation should also implement to enable the delivery of the Hendon Hub Masterplan proposals more efficiently.

Travel Plan

A Framework Travel Plan has been produced; it is considered that more ambitious target for should be set to further encourage uptake of sustainable travel mode. The Plan currently target an increase of 5% increase in public transport use and 5% decrease in car use are insufficient, and is therefore recommended to review the targets, measures and action in the Travel Plan ensuring it would be aimed to achieve the Mayor's Strategic Target of 80% trips to be made by sustainable transport modes. An Action shall be included to detail exact measure and expected time scale to achieve the targets.

The applicant shall therefore review the Travel Plan in light of comments above and secure the final Travel Plan by s106 agreement accordingly.

Community Infrastructure Levy

The MCIL2 rate for London Borough of Barnet is £60 per square metre.

Summary

The following matters should be resolved before the application can be considered in line with the transport policies of the Intend to Publish London Plan;

1. Review mode share forecast for public transport comments in light of comments;
2. Undertake ATZ to assess local walking and cycling conditions and identify improvement opportunities;
3. Secure the details of cycle and car parking provision by conditions;
4. Secure the finalised 'Car Parking Management Plan' by conditions;
5. Reduce number of 'car club' spaces;
6. Secure legal restrictions to exempt future residents/ students' eligibility for local parking permits;
7. Secure the delivery of appropriate improvements/ contribution toward local walking/ cycling/ public realm/ Healthy Street improvements;
8. Undertake Stage 1 Road Safety Audit for all highway proposal;
9. Secure the DSP and CLP by conditions.
10. Review the Travel Plan ensuring it contribute positively toward the Mayor's sustainable travel goal and secure them by s106 agreement; and
11. Secure appropriate Mayor CIL payment from the proposal toward Crossrail.

Officer Comment

The proposals have been reviewed by the councils highway officers and the car club spaces is considered appropriate in this instance. Various contributions would be secured through the formal s106 agreement, such as the Residential Travel Plan and other elements secured through conditions.

Historic England – Heritage Assets

No objection.

Comments:

On the basis of the information available to date, we do not wish to offer any comments. We suggest that you seek the views of your specialist conservation advisers, as relevant.

It is not necessary for us to be consulted on this application again, unless there are material changes to the proposals. However, if you would like detailed advice from us, please contact us to explain your request.

This response relates to designated heritage assets only. If the proposals meet the Greater London Archaeological Advisory Service's published consultation criteria we recommend that you seek their view as specialist archaeological adviser to the local planning authority.

Officer Comment:

Greater London Archaeological Advisory Service have also been consulted and have confirmed they have no objections to the proposal – see below.

Historic England – GLAAS

No objection – recommended Archaeological Condition:

No demolition or development shall take place until a stage 1 written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.

If heritage assets of archaeological interest are identified by stage 1 then for those parts of the site which have archaeological interest a stage 2 WSI shall be submitted to and approved by the local planning authority in writing. For land that is included within the stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed stage 2 WSI which shall include:

- A. The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works
- B. Where appropriate, details of a programme for delivering related positive public benefits.
- C. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

Reason:

This pre-commencement condition is necessary to safeguard the archaeological interest on this site. Approval of the WSI before works begin on site provides clarity on what investigations are required, and their timing in relation to the development programme.

Informative:

Written schemes of investigation will need to be prepared and implemented by a suitably qualified professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.

I envisage that the archaeological fieldwork would comprise the following:

Evaluation

An archaeological field evaluation involves exploratory fieldwork to determine if significant remains are present on a site and if so to define their character, extent, quality and preservation. Field evaluation may involve one or more techniques depending on the nature of the site and its archaeological potential. It will normally include excavation of trial trenches. A field evaluation report will usually be used to

inform a planning decision (pre-determination evaluation) but can also be required by condition to refine a mitigation strategy after permission has been granted. Evaluation trenches should be focussed on open areas between existing buildings.

Officer Comment:

As advised, the condition and all informatives will be added.

Thames Water

No objections.

Waste Comments

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.

Thames Water would advise that with regard to SURFACE WATER network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.

There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.

<https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-Development/Working-nearor-diverting-our-pipes>.

Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.

Water Comments

Following initial investigations, Thames Water has identified an inability of the existing water network infrastructure to accommodate the needs of this development proposal. Thames Water have contacted the developer in an attempt to agree a position on water networks but have been unable to do so in the time available and as such Thames Water request that the following condition be added to any planning permission.

No development shall be occupied until confirmation has been provided that either:- all water network upgrades required to accommodate the additional flows to serve the development have been completed; or - a development and infrastructure phasing plan has been agreed with Thames Water to allow development to be occupied. Where a development and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan.

Reason: The development may lead to no / low water pressure and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development.

The developer can request information to support the discharge of this condition by visiting the Thames Water website at thameswater.co.uk/preplanning. Should the Local Planning Authority consider the above recommendation inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Planning Department (telephone 0203 577 9998) prior to the planning application approval.

There are water mains crossing or close to your development. Thames Water do NOT permit the building over or construction within 3m of water mains. If you're planning significant works near our mains (within 3m) we'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.

<https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-nearor-diverting-our-pipes>

Officer Comment:

As recommended the proposed condition will be added.

Cadent Gas Ltd

To prevent damage to our assets or interference with our rights, please add the following Informative Note into the Decision Notice:

Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. There may be a legal interest (easements and other rights) in the land that restrict activity in proximity to Cadent assets in private land. The applicant must ensure that the proposed works do not infringe on legal rights of access and or restrictive covenants that exist.

If buildings or structures are proposed directly above the apparatus the development may only take place following diversion of the apparatus. The applicant should apply online to have apparatus diverted in advance of any works, by visiting cadentgas.com/diversions.

Prior to carrying out works, including the construction of access points, please register on www.linesearchbeforeudig.co.uk to submit details of the planned works for review, ensuring requirements are adhered to.

MET Police – Secured by Design

No objections subject to standard conditions.

This proposal refers to the demolition and construction of a number of new buildings including a public library, performing arts facility, student residential units, retail units amongst others.

Again, it is positive that the applicant has incorporated a section within their DAS relating to 'design out crime' for the proposal. As the applicant has stated, a meeting took place to discuss the early design of the scheme and this led to a subsequent re-design of some of the elements of this proposal. It is important to ensure that this building can meet Secured by Design compliance, due to levels of crime within the ward and borough, especially considering that there may be high value assets to

protect within this building and to help protect future residents from potential issues of crime and disorder.

With these types of premises, it will be possible to provide ongoing guidance and assistance for Secured by Design (SBD) purposes in respect of these buildings (current SBD guides – ‘Homes 2019’ and ‘Commercial 2015’). With crime statistics and levels of burglary within the borough, achieving SBD for these buildings should greatly assist in being able to deter and reduce crime and disorder in this area. As alluded to within the DAS, specific guidance relating to security rated products can be provided in due course and it does appear possible for it to achieve SBD accreditation. I would respectfully request that this is considered as a formal planning condition upon any approval of this proposal.

It is clear that the safety and security of persons within this vicinity is paramount, with landscaping including various planters and bollards, lighting design and levels of surveillance, a re-design of the initial plans for the walkway to help to remove some seating and so on. This is all positive.

We also discussed the layers of defensiveness (bollards etc) that will help to protect the wider environment around this site, and adopting this for several other smaller locations within the site such as the ‘wrap-around’ element of the entrance into the Arts facility, the area between the proposed vehicle barrier and building line towards the rear of the site and so on. This is really positive.

With the rear car park area, this space will be restricted for use by those operating/residing within the site and not for general public use. This area around the rear of the site will be secure to vehicles but will remain permeable for pedestrian access. This area includes a rear garden/spill-out type area where the student residential entrance is located. This could potentially attract others wishing to misuse this space, especially in hours of darkness such as street drinkers and so on. Therefore it is important that this area provides sufficient lighting (column/bulkhead lighting) compliant to BS 5489-1:2020 and more formal surveillance via CCTV coverage to help protect and reassure those legitimately using this space and to help deter misuse. Signage would also be important as a deterrent.

With buildings on site and throughout the ‘Hendon Hub’ proposals, it is important to include sufficient access control measures to help to prevent illegitimate access and to help protect against any incident nearby which may require a building to conduct a ‘dynamic lockdown’ procedure. This is especially important for buildings that remain publicly accessible such as the newly proposed library, university campus sites and so on. Implementing SBD can help to incorporate this aspect within the site.

I remain available to assist the LPA and applicant regarding ongoing crime prevention advice and SBD guidance/consultation where relevant, whereby this advice remains both free and impartial.

Officer Comment

These comments are duly noted and this matter can be secured by condition.

Highways England

National Highways raises no objection.

2.8 Responses from Internal Consultees

Ecology

No objections, the proposed development has been reviewed and is considered acceptable subject to a number of standard conditions and informatives, which will be included. The detailed comments are set out in the relevant section of this report.

Environmental Health

No objections, the proposed development has been reviewed and is considered acceptable subject to a number of standard conditions and informatives, which will be included.

Arboriculturalist

No objections. Compensation for this loss in accordance with the Council's adopted tree policy must be made. The Capital Asset Value for Amenity Trees (CAVAT) value of the tree will be required to mitigate the loss, and the money received used to support the planting targets.

Recommend a number of conditions relating to:

- Levels
- Hard & Soft landscaping
- Excavation for services
- Pre-commencement, Tree protection and method statement
- Pre-construction tree protection and method statement
- Green roof
- Landscape management

Greenspaces

Play Space Shortfall:

The development has a shortfall of 100.7 square meters of play provision, based on the council's charge rate per square meter this equates to a section 106 contribution of £18,899.49 for a park or open space in the Hendon ward within the London Borough of Barnet.

Mitigation/Actions

Section 106 obligation as follows;

Parks and Open Spaces Contribution means the sum of £18,899.49 Index Linked towards the improvement and enhancement of a park or open space in the Hendon ward within the London Borough of Barnet as identified by the Parks and Open Spaces Officers or such other appropriate officer to be allocated between any or all of the following objectives in such proportions as the Council in its absolute discretion considers appropriate

- (a) Provision of drainage to playing pitches and grounds of amenity land
- (b) Buildings and fencing improvement within Parks and Open Spaces
- (c) Project Management Consultation for improvements
- (d) Improvements to sports courts
- (e) Improvements to children's play area
- (f) Safety in parks including soft and hard landscape improvements
- (g) Disability access improvements

Amenity Open Space:

i. The development has a shortfall of 210 square meters of open space, based on the councils charge rate per square meter this equates to a section 106 contribution of £10,500 for open space amenity for a park or open space in the Hendon ward within the London Borough of Barnet.

Mitigation/Actions

Section 106 obligation as follows;

Parks and Open Spaces Contribution means the sum of £10,500 Index Linked towards the improvement and enhancement of for a park or open space in the Hendon ward within the London Borough of Barnet as identified by the Parks and Open Spaces Officers or such other appropriate officer to be allocated between any or all of the following objectives in such proportions as the Council in its absolute discretion considers appropriate

- (a) Provision of drainage to playing pitches and grounds of amenity land
- (b) Buildings and fencing improvement within Parks and Open Spaces
- (c) Project Management Consultation for improvements
- (d) Improvements to sports courts
- (e) Improvements to children's play area
- (f) Safety in parks including soft and hard landscape improvements
- (g) Disability access improvements

ii. The development has a shortfall of 210 square meters of open space, based on the councils charge rate per square meter this equates to a section 106 contribution of £3,150 for tree planting in the vicinity of the development.

Mitigation/Actions

Section 106 obligation as follows;

Parks and Open Spaces Contribution means the sum of £3,150 Index Linked towards Tree planting in the vicinity of the development.

Policy

No objections.

Planning Documents considered in assessing the applications

- NPPF
- The London Plan 2021
- The Barnet Core Strategy
- The Barnet Development Management Policies

See comments on the SPD at 1.1 above.

Conventional Housing

(London Plan Policies H1, H4, H5, H6, H8, H10 Local Plan Policies CS4, DM07, DM08 and DM10).

28 homes are proposed. Twenty of these homes are replacements for those lost in the redevelopment of the sites across the Hendon Hub programme. There is therefore an uplift of 8 new homes.

Number of units	Size	Bedrooms	Persons*
6	61m2	2 beds	3
6	38m2	1 bed	1
3	52m2	1 bed	2
3	55m2	1 bed	2
2	54m2	1 bed	2

6	72m2	2 bed	4
2	79m2	2 bed	4

* According to the Technical Housing Standards

This is in line with London Plan Policy H8 and Local Plan Policy DM07. The mix of housing offered is limited and does not replace the family dwelling lost at 3 Egerton Gardens, however it is in the main a replacement of units that would be lost from this site and the Meritage Centre if the redevelopment were to go ahead.

Affordable Housing

London Plan Policy H4 and Local plan Policy DM10 and draft policy HOU1 all require the provision of Affordable Housing on the site. All the units of conventional housing are currently being proposed for Affordable Housing of either London Living Rent or Social Rent. Affordable two-bedroom 4 person units are in high demand across the Borough so this would assist in the objectively assessed need in the Borough. This is strongly supported by both London Plan Policy and the Barnet Local Plans.

Student Housing

(London Plan Policy H15, Local Plan Policy DM09 and draft Policy HOU04)

London Plan Policy H15 has established a London wide need of 3,500 student units per annum. The Hendon Hub applications in total propose an additional 565 student units at Hendon (181 student units on the Meritage site and 384 on the Ravensfield site) would go towards meeting this need. Policy DM09 expects proposals for student accommodation to demonstrate that they support educational establishments within Barnet and meet an identified local need. Although Middlesex University, rather than a third party is expected to manage the site, this should be clearly demonstrated to reflect policy DM09.

London Plan Policy H15 also requires that a mixed and balanced community is created. The area surrounding the Ravensfield site is predominately residential and contains many family homes. Student Housing therefore needs to respect the wider site. The Student Management Plan highlights the importance of the University and students working with the community emphasising that students and staff will be encouraged to be 'good neighbours' with local residents and for them to work with local community groups. It is strongly encouraged that this initiative is taken forward. Fifty percent of the student units are to be offered at discount market rent which is in accordance with London Plan Policy on affordable student accommodation.

Design, Conservation and Heritage

The site is directly opposite 3 Grade II Statutory Listed Buildings; The Hendon Town Hall, The Hendon Library and the Hendon Fire Station. It is very important that the setting of these buildings is respected. Further to this the site is visible from two Conservation Areas the Hendon -The Burroughs and Hendon – Church End Conservation Areas; it is therefore important that the development does not detract from these.

Development of the Ravensfield /Fenella therefore needs to be sympathetic to the Listed Buildings and to the setting in the wider historic environment of this part of Hendon. Historic England; and the Conservation and Heritage Officers and Design Officers at the Council need to be satisfied that the requirements of the NPPF and London Plan Policy HC1 and Local Plan Policies CS5 and DM01 and DM06 and draft Local Plan Policy CDH08, as well as the general Design Policies of the Local Plan, have been satisfied.

Design and materials should therefore be approved by the Council's Heritage and Conservation Officers as well as the Design Officers and in consultation with Heritage England as required.

As well as the historic elements opposite the site on The Burroughs the impact on the residents in the streets to the rear of the development need to be considered, matters such as overlooking and visual impact should be assessed by the Design Officer to determine if the Local Plan Policies of CS5 and DM01 have been complied with.

Arts and Creative Industries facility (London Plan Policy HC5 and CS10)

The principle of this type of use in the Borough is acceptable according to Policies HC5 and CS10. However the design and impact of the building itself on the character and historic setting of the area and the Transport Assessment will determine the acceptability of the proposal in planning terms.

Safer Neighbourhood Team Unit, community floorspace and retail floorspace.

The provision of Safer Team Unit is supported by policies - London Policy D11, Local Plan Policies CS12, DM03 and draft Policy CHW03.

The provision of community floor space is supported by CS10 and DM13

The reprovision of the retail floorspace is supported by CS06 and DM12.

Together these uses provide for a more community focussed development that recognises the importance of balanced and sustainable growth.

Energy

According to the Energy Statement "the remaining 27% reduction of CO2 emissions shall be off-set by a cash in-lieu payment to the London Borough of Barnet, based on £95 per Tonne per annum over 30 years" this is calculated by the statement to be £3790.30. This should be confirmed and secured through a S106 obligation or similar.

Urban Greening /Biodiversity

London Plan Policy G5 is a mix of commercial and residential development should achieve an Urban Greening Factor of a minimum pf 0.3 this site is currently projected to achieve 0.337879. However additional greening would be welcomed given the level of residential use proposed.

The Ecological Appraisal Report concluded that the proposed landscaping would result in a Biodiversity Net Gain increase of 10.03% habitat units. The report also recommended that by including the recommended biodiversity enhancements listed in Section 5.5 of the report that this would further increase the site's suitability for a range of faunal species including protected species such as birds, bats and invertebrates. It is recommended that these enhancements are provided onsite to meet the requirements of London Plan Policy G6, Local Plan Policy DM16 and draft Local Plan Policy ECC06.

SuDs

Sustainable Drainage Systems (SuDS) are encouraged across the site to lower the amount of runoff entering the stormwater infrastructure. All SuDs designs, drainage plans and paving materials should be agreed with the Drainage and Highways Team at the Council.

Parking

London Plan Policy T6.1 including the provision of charging points for ultra-low emission vehicles should be complied with for the residential elements and Policies T6.4 and T6.5 for the Arts facility.

Heritage

No objections.

The site is not itself within a conservation area, although it lies to the north-east of the Hendon, The Burroughs conservation area. Hendon, Church End conservation area lies further away to the north. On the western side of The Burroughs, opposite the site are a group of three statutorily listed civic buildings - Hendon Town Hall, Hendon Library and Hendon Fire Station, all Grade II. To the south and east of the Egerton Gardens car park site are the locally listed churches, Hendon Methodist Church and Our Lady of Delours Church. Although the site is not within a conservation area, the impact on the setting of the adjoining conservation area should be taken into consideration, along with any impact on the setting of the listed buildings, which are in close proximity.

The existing developments on the site, including the Ravensfield and Fenella (R&F) buildings, Egerton Gardens car park, and nos.1-3 Burroughs Parade do not collectively make a positive contribution to the setting of the neighbouring conservation area, nor to the group of listed civic buildings. The R&F buildings are undistinguished architecturally and do not contribute positively to the streetscene. Of the buildings on the site only the Burroughs Parade possesses some architectural quality, although it is compromised by its irregular-shaped, projecting ground floor shopfronts. The opportunity exists therefore for redevelopment of the site with replacement buildings which make a positive contribution to the character of the immediate area.

The three proposed buildings have been designed to appear as freestanding, distinctive structures, but integrated together to sit as a group. The buildings are, however, larger in scale and with a coarser grain than their listed neighbours on the western side of the road. In particular, the taller central blocks will appear prominent, although their upper storeys have been revised to lessen their bulk and massing. Variations in architectural design, the sensitive use of materials, articulation, varied building lines and roof finishes all help to provide each of the buildings with their own identity.

The proposed buildings will have a greater visual impact in The Burroughs when compared to the existing buildings on the site, due to their bulk, mass and height. However, the existing buildings are modest in size and discreet in presence, whilst there is an absence of a building on the corner of Egerton Gardens. Consequently, the new buildings will be more apparent in views, for example, when looking northwards from the Burroughs CA. Similarly, the new buildings will appear more dominant in the context of the group of listed civic buildings, due to their greater scale.

Their increased presence should, however, be balanced against the qualities of their architectural design and use of contextual materials. Improvements to the hard and soft landscaping will also bring about visual and practical benefits to the streetscape. This will include a widened public footway and additional planting to supplement the retention of the existing mature street trees. The principal views of the listed buildings will remain unaltered by the proposals, although the cumulative bulk and massing of

the new buildings will be noticeable and apparent within the streetscene, having some adverse effect on their setting and the way in which they would be experienced.

The less than substantial harm that results due to the visual prominence of the buildings when seen from within the northern part of the CA and their impact on the setting of the listed buildings within The Burroughs will need to be balanced against the public benefits of this proposal, in accordance with the National Planning Policy Framework and the statutory tests. If permitted, the selection of appropriate facing materials for each of the buildings will be very important, particularly the choice of red brick and stone dressings to reflect the materials used on the civic buildings, as will the attention to detail of individual features and the use of high quality hard and soft landscaping.

Urban Design

No objections.

General:

The building form, mass and footprint are larger than the existing so the proposed development changes the perception of the Burroughs drastically. The student accommodation quarters (middle building) is both large in footprint and height becoming the largest building to meet purely residential areas in the area. Having said that the change proposed is not detrimental to the area, but rather an addition to the campus profile that is indeed the dominant character of the Burroughs.

Height:

The massing proposal is improved when compared with the first iteration. There are sufficient breaks in the massing to allow for light permeability and better views out from the student accommodation over the retail and community elements. The height especially on the student accommodation provision remains at 7 storeys. The height to width ratio resulting from the proposal and the existing buildings on the Burroughs is not unpleasant but balanced and close to 1:1.

Massing:

As mentioned above the proposed built form of the site comprises a series of building envelopes organised in a linear fashion. The bulk, scale and massing of individual building envelopes varies to account for the proposed uses and the scale of the spaces that they frame or relate to. This provides variation in character, visual interest, identity, place and way-finding across the masterplan.

Building footprints:

The footprints are larger than the existing buildings, making this proposal the larger footprints in the area. The break between structures is welcome as it breaks up the perception of mass.

Architecture:

This language manifests differently on the different typologies of buildings, further highlighting individual character but with a familiar design language. This attempt is welcome as it could reinforce wayfinding, provide more robust edges where needed and differentiate between public and private spaces. Separation distances internally and with regards to the neighbouring structures are taken into account while designing, this is apparent by the proposed masterplan which specifically stresses the attention to separation distances of buildings.

Material and façade variation:

The proposed materiality is acceptable. There is enough façade variation to avoid severe repetition through the new development. This variation is subtle, understated but still works very well in differentiating buildings. Materials are complementing across plots and provide enough variation on site to relate to the architecture of buildings and landscape. The proposed mixed brick is welcome this is an overarching principle to be kept into the next stages of development. The white render could be toned down in saturation to provide a better blend with the proposed bricks.

Views:

Views are dominated by this proposal and alter the perception of the area. The balance of the main views North and South of the Burroughs however remains legible and pleasant as the street is wide and the height to width ratio of the resulting is acceptable. Having said that views to historic elements are thought through it is just the sheer size of the proposal that dominates.

Wayfinding:

The width of the main pedestrian route connecting the High Street satisfies the overarching principle of designing for pedestrians. The orientation of the pedestrian link is also aligned to increase connectivity which is a welcome move as it will enhance the effectiveness of pedestrian movement.

Local integration:

The proposal provides amenities and uses within the proposal to help integrate the new buildings.

Library Services

No objections.

We are very supportive of the proposals to provide a new library building in Hendon as this will give us the scope to improve the service provided to the local population and we are excited about the opportunity this represents. We will be able to increase the range of services provided, raise the profile of the library and modernise the offer. The proximity of other community services relocated from the current Meritage centre and the incorporation of the safer neighbourhood team in the library building is also very positive and there are nice synergies which will facilitate better partnership working.

Transport and Regeneration

Summary - No objections. The development is acceptable on transport grounds subject to a legal agreement and planning conditions. The detailed comments provided by transport officers has been incorporated in the highways section of this report.

Drainage/SuDs

No objections, however further details and information are required therefore have requested this is controlled by condition.

Waste/Refuse

No objections, however further details and information are required therefore have requested this is controlled by condition.

Employment and Skills

No objections subject to appropriate term in s106 legal agreement.

The site will require to offer Employment and Skills based on the SPD;2014 eligibility criteria, mitigating the impact to the community and ensuring their comments/ feedback from the community are equally addressed.

3. PLANNING ASSESSMENT

3.1 Principle of development

Housing Delivery

Section 38(6) of the Planning and Compulsory Purchase Act 2004, and the National Planning Policy Framework 2021 (NPPF), require applications for planning permission to be determined in accordance with the development plan, unless material considerations indicate otherwise. Development that accords with an up-to-date Local Plan should be approved.

The new London Plan 2021 Policy H15 identifies a strategic requirement for 3,500 purpose-built student bedspaces over the plan period. The London Plan also recognises the pressing need for more homes in London and seeks to increase housing supply to in order to promote opportunity and provide real choice for all Londoners in ways that meet their needs at a price they can afford. The previous London Plan (2016) had set an annual monitoring target of 2,349 homes for Barnet between 2015-2025, with a minimum provision of 23,489 over the same 10 year period. In the new London Plan 2021, the 10 year target for 2019/20 – 2028/29 is 23,640 for Barnet.

The London Plan states that non-self-contained accommodation for students should count towards meeting housing targets on a 2.5:1 ratio. Therefore the proposed 384 student units plus the proposed 28 C3 residential units would give a figure of 181.6 conventional housing units; which would assist Barnet in meeting 10 year housing target. Taking the Hendon Hub project overall, including the redevelopment of Meritage Centre site (21/4722/FUL) the total figure would be 254 units. This would be an important contribution to Barnet's 5 Year Housing Land Supply.

The student accommodation should be operated directly by Middlesex University and if not then a Nomination Agreement will need to be secured for the majority of the bedrooms in perpetuity in line with London Plan Policy H15. This will be secured through the formal legal agreement.

In accordance with London Plan Policy H8 and Local Plan Policy DM07 all seven of the existing residential units which would be lost on site (together with the thirteen lost at the Meritage Centre) would be re-provided at this application site. This results in an overall uplift of 8 new residential units.

Affordable Housing

London Plan Policy H6, H8, H15 and Local Plan Policy CS4, DM10 and Draft Policy HOU1 all require the provision of Affordable Housing on the site for both student and residential units. All the residential (C3) units would be affordable with 100% 'Social Rented'. The scheme would provide an overall net gain of 538.9 sqm of C3 residential floorspace which would be entirely affordable and the existing social rented accommodation has been fully re-provided on site. This is in accordance with London Plan Policy H8 and this has been endorsed by the GLA.

In addition 50% of the student accommodation would also be affordable in full accordance with London Plan Policy H15.

The applicant is reminded that where the development is not operated directly by a higher education provider, the affordable student accommodation bedrooms should be part of the PBSA that is subject to a Nomination Agreement. Allocation of affordable student accommodation should be by the higher education provider(s) which operates it or has the nomination right to it, and the provider(s) should allocate the rooms to students it considers most in need of the accommodation.

Community/Education Uses & Social Infrastructure

This proposal would relocate all the existing community uses from the Meritage Centre site within this redevelopment, involving Citizens Advice Bureau, Meridian (Chinese Mental Health) and African Cultural Association. The re-provision of these community uses is strongly supported in line with Local Plan Policies CS10 and DM13.

The proposal also includes a new public library, flexible community floorspace, safer neighbourhood team, and an arts and cultural industries facility. The London Plan Policy GG1 confirms good growth is inclusive growth which encourages openness, diversity and equality, and help deliver strong and inclusive communities. The supportive text to London Plan S1 Policy also confirms, social infrastructure covers a range of services and facilities that meet local and strategic needs and contribute towards a good quality of life. It includes health provision, education, community, play, youth, early years, recreation, sports, faith, criminal justice and emergency facilities.

Therefore these proposed uses, in particular the new arts and cultural industries facility should also be made available to the public to ensure the scheme is cohesive and accessible to the community and residents. The details and arrangements should be agreed through a Community Access/Management Plan and secured via s106 legal agreement.

For clarity the applicant has confirmed that the agreement with Middlesex University would also ensure public access to the ground floor and 1st floor reading rooms in the existing Hendon Library building is maintained. This element of the wider Hendon Hub project is considered under application 21/4723/FUL.

Retail/Office Use

Local Plan DM14 and London Plan Policy SD7 confirm new retail developments should be focused within town centres or if not available, edges of centres which can have strong public transport and existing centre links. The retail use proposed,

would be a small percentage of the overall quantum of floorspace, and more importantly would be replacement retail floorspace.

The proposals would result in the loss of 159.25 sqm office floorspace at no. 1 The Burroughs Parade. Policy DM14 advises that the loss of office space will only be permitted in town or edge of town centre locations where it has been demonstrated that the site is no longer suitable and viable and a suitable period of active marketing has been undertaken. However DM14 is silent in relation to the loss of offices outside such locations. Furthermore the proposal would also result in a net increase in employment. The applicant has demonstrated using HCA Employment Densities Guide 2015, that the existing floorspaces equates to 12.25 FTE jobs, the retail space would increase the net retail employment on the site, equivalent to 23 FTE jobs. Therefore this is considered acceptable and is supported by officers and the applicant would be required to enter into a Local Employment Agreement with the Council in order to provide an appropriate number of employment outcomes for local residents.

3.2 Housing Quality

A high quality built environment, including high quality housing in support of the needs of occupiers and the community is part of the 'sustainable development' imperative of the NPPF. It is also implicit in the new London Plan 2021. 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.

Unit Mix – Residential Units (C3)

Development plan policies require proposals to provide an appropriate range of dwelling sizes and types, taking account of the housing requirements of different groups to address housing need (London Plan 2021 and Barnet Development Management Policies DPD policy DM08). The Council's Local Plan documents (Core Strategy and Development Management Policies DPD) identify 3 and 4 bedroom units as the highest priority types of market housing for the borough. Although, this should not be interpreted as implying that there is not a need for a full range of unit sizes.

In terms of dwellings types which constitute family accommodation provision, the London Housing Design Guide classifies family housing as all units upwards of 2 bedroom 3 person units. Based on this definition the proposal would provide a total of 14 family units, 50% of the total number of units on site. Notably the proposal would provide 100% affordable housing with all the largest units (2B 4P) all in social rented.

Overall it is considered that the proposed scheme comprises a good mix of housing types and sizes to address the housing preference and need. Officers therefore consider the proposed dwelling mix to be acceptable and in accordance with Policy DM08 of the Local Plan.

Residential Internal Space Standards

The London Plan and Barnet's Sustainable Design and Construction SPD outlines the minimum gross internal floor area required for different dwelling sizes. All the C3

residential units would meet the minimum standards in relation to the unit sizes and also meet the minimum areas for bedrooms, bathrooms w/c's and storage and utility rooms. For clarity this will be also be secured through a planning condition.

There are no defined space standards for student accommodation specifically set out in the London Plan. However Policy H15 does state that student accommodation should provide adequate functional living space and layout for the occupants. The proposed development would provide student accommodation with adequately sized rooms and good-sized communal areas. The applicant has confirmed that typical student residential units would have an internal GIA of minimum of 11.5sqm and a typical disabled room minimum of 18.5msq. In addition on each floor there would be separate communal areas with a typical floor having a total of 9 separate communal areas ranging from 21sqm to 31sqm providing a total of 244sqm. This is generally considered acceptable and to ensure the student accommodation does not fall below the minimum sizes, suitable condition would be added.

Wheelchair Accessible Housing

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 Accessible housing.

The planning submission 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 would be attached which would secure these as wheelchair adaptable units.

Amenity space

Barnet's Sustainable Design and Construction SPD Table 2.3 outlines the minimum external amenity space standards required for new residential developments. For flats, the SPD requires 5sqm of space per habitable room for all minor, major and large-scale developments. 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 compliance. The minimum requirements are set out in the table below:

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

The Mayor's housing SPG sets out a requirement of 5 sqm of private amenity space for 1 and 2 person dwellings with a further 1 sqm per additional person.

All the residential units would benefit from private amenity space in the form of balconies, each measuring 6.1m² in compliance with the GLA standards. The development has a shortfall of 100.7 square meters of play provision, based on the councils charge rate per square meter this equates to a section 106 contribution of £18,899.49 for a park or open space in the Hendon ward within the London Borough of Barnet.

The development has a shortfall of 210 square meters of open space, based on the councils charge rate per square meter this equates to a section 106 contribution of £10,500 for open space amenity for a park or open space in the Hendon ward within the London Borough of Barnet.

Children's Play Space

London Plan 2021 Policy S4 Play and Informal Recreation, requires housing development to make provisions for play and informal recreation. Barnet Core Strategy Policy CS7 requires improved access the children's play space from all developments that increase demand, and Policy DM02 requires development to demonstrate compliance with the London Plan.

The proposed scheme has a requirement to provide 10m² of playspace for each child, based on the accommodation schedule of 28 units this equates to 10.1 children, thus a requirement of 100.7m² playspace. The applicant would provide an off-site contribution via a planning obligation, which would be sufficient to cover the costs associated with developing the same facility on-site. This is considered acceptable, and the details would be secured via legal agreement.

Secured by Design

Policy DM01 requires that the principles set out in the national Police initiative, 'Secured by Design' should be considered in development proposals. The proposed development was subject to consultation with the Met Police who have raised no objections subject to the standard condition. Therefore a condition would be attached to any permission requiring the proposed development and design to achieve Secured by Design accreditation.

3.3 Design

The NPPF makes it clear that good design is indivisible from good planning and a key element in achieving sustainable development. This document states that permission should be refused for development which is of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions. It identifies that good design involves integrating development into the natural, built and historic environment and also points out that although visual appearance and the architecture of buildings are important factors; securing high quality design goes beyond aesthetic considerations.

The London Plan 2021 also contains a number of policies, such as Policy D3, promoting a design led approach having regard to various matters such as character,

layout, scale, sustainability, public realm and landscaping for example. The London Plan 2021 emphasises the need for a good quality environment, with the design of new buildings supporting character and legibility of a neighbourhood. The London Plan 2021 states that buildings, streets and open spaces should provide a high quality design response that has regard to the pattern and grain of the existing spaces and streets in orientation, scale, proportion and mass; contributes to a positive relationship between the urban structure and natural landscape features, including the underlying landform and topography of an area; is human in scale, ensuring buildings create a positive relationship with street level activity and people feel comfortable with their surroundings; allows existing buildings and structures that make a positive contribution to the character of a place to influence the future character of the area; and is informed by the surrounding historic environment.

Policy CS5 of Barnet Council's policy framework seeks to ensure that all development in Barnet respects local context and distinctive local character, creating places and buildings of high quality design. In this regard Policy CS5 is clear in mandating that new development should improve the quality of buildings, landscaping and the street environment and in turn enhance the experience of Barnet for residents, workers and visitors alike. Policy DM01 also requires that all developments should seek to ensure a high standard of urban and architectural design for all new development and high quality design, demonstrating high levels of environmental awareness of their location by way of character, scale, mass, height and pattern of surrounding buildings, spaces and streets. Proposals should preserve or enhance local character and respect the appearance. Policy DM03 seeks to create a positive and inclusive environment that also encourages high quality distinctive developments. The above policies form the basis for the assessment on design.

The submitted Planning Statement along with the Design and Access Statement (DAS), outlines the evolution of the masterplan. The proposed design emerged from an understanding of the site and context, heritage setting and a consideration of both the constraints and opportunities of the site.

The proposal seeks the creation of vibrant and active spaces within a high quality development delivering a new public Library, student accommodation and a new Arts and Cultural facility for the University and Barnet Council. A series of public, retail and community uses would be located at ground floor level to create an active frontage to The Burroughs. This would be set within a revitalised and enhanced public realm to The Burroughs.

Section 5 of the DAS illustrates the evolution of the masterplan following the extensive pre-application discussions with officers over the period of 16 months, plus public and stakeholder engagement.

Character, Layout and Scale

The Barnet Characterisation Study 2010 identifies the site being located within campus typology – large buildings/urban scale and coarse grain with a range of uses across the Borough, including colleges, hospitals, civic buildings and business parks. The character description notes that although the land use is generally residential, there are larger footprint buildings providing education and employment uses in the central part of the Hendon character area (campus typology), and a large area of open space at Sunny Hill Park in the northwest and Hendon Park in the south.

The proposed development seeks to reflect the existing character of The Burroughs by providing three distinct buildings, each with their own architecture but which together form a cohesive collection of buildings. This mirrors the principle of the existing built form opposite on the west side of The Burroughs with the existing Hendon civic group of buildings.

The scheme would deliver two new civic based buildings, the new modern home for Hendon Library, alongside a new purpose-built Arts and Creative Industries (ACI) facility for the University. The ACI building footprint has been centred between The Burroughs and the rear of the site boundary to help increase spatial distances to the residential properties at the rear, on Babington Road and also to the front along The Burroughs.

The new standalone circular rotunda building, as the GLA state, would be 'unique and distinctive' which 'holds the corner of the site well' (para 40). The building is set back significantly from the corner edge which allows sufficient permeability into the site along with the scope to enhance the public realm and provide new tree planting. It is noted in response to the public consultations, the Safer Neighbourhoods Team has been introduced into ground floor of the new Library. Whilst in principle this is supported this could be better located on the opposite side of the core, within the new thoroughfare created between the new buildings sitting alongside the other proposed community uses/hub at ground level. Therefore the final floorspace location of the Safer Neighbourhoods team is subject to ongoing discussions and will be resolved as part of the Stage 2 referral, to ensure that the civic element and hierarchy is maintained along The Burroughs.

The GLA did raise the potential for overlooking between the residential dwellings in the rotunda building and the student bedrooms opposite, due to the minimal building separation, at around 6m. However it is noted that the internal core of the rotunda building has been located so that it is at this closest 'pinch point' between the two buildings. In addition the proposed plant rooms are also located on this edge at the upper floor. Furthermore given the curvature of the elevation on the rotunda building the viewing angle is oblique for the habitable windows that do face units, 1.5, 2.5 and 3.5 of the rotunda building. There is no student accommodation facing the residential units on the west side of the core, as that would be used for the student's communal area. Notwithstanding, details for directed window apertures or screening can be considered, as suggested by the GLA. These details can be investigated further through the Stage 2 process and secured via condition if necessary.

These two civic type buildings would effectively book-end the larger central building which provides the community uses at ground level with student accommodation set out in the upper floors. As the DAS explains the last refinement to the proposal involved the upper storeys of the central element being stepped back in a mansard roof form to further reduce mass and height of this tallest 7 storey element to The Burroughs. There is now also a consistent approach to roof materials across all 3 key buildings and the flank walls to the central accommodation spines have been visually broken with additional reconstituted stone banding reflecting detailing that occurs on the existing civic buildings on the opposite side of The Burroughs.

In addition, the existing landscaping in The Burroughs has also been studied and informs the landscaping designs around the replacement buildings to the east side of The Burroughs to align with the quality of the existing western side of The Burroughs. Vegetation, trees, gaps, and setbacks from the pavement will provide a significant

improvement and pleasant environment which would respect the historic buildings on the western side. Furthermore, due to the setback and building line of the new Library building will create a new public open space in the southern corner which acts as a gateway to The Burroughs.

Height and Massing

The submission documents highlight that, height has been carefully considered and, alongside massing and scale, have been tested at length through the pre-application process via modelling and key view evaluation with a resultant reduction in both the initial proposed height of the scheme and the footprints.

The ACI building at the northern end of the site is generally no greater in height than the existing Usher Hall immediately to the north with the upper floor set well back so that it would not be readily visible from ground level. The tallest elements of the scheme are located in the central front part of the site at 7 storeys and tier downwards at the rear to 4 storeys. As detailed above, the upper storeys of the central building are also stepped back in a mansard roof form to help further reduce the mass and height when viewed from The Burroughs.

The overall massing is further broken up by setbacks and gaps between the proposed buildings. This approach allows for larger buildings of scale to be introduced to the Burroughs. Officers agree that the scale and massing of individual building envelopes varies to account for the proposed uses and the scale of the spaces that they frame. This provides variation in character, visual interest and assists in way-finding across the masterplan.

As the characterisation study identifies and which has been acknowledged by the applicant, there is a distinct change of urban form, switching immediately from the larger footprints and massing of the buildings fronting The Burroughs to the tighter residential grain to the east of the application site. The rear elements have therefore been reduced in height and the central mass of the building set back. There are indeed a series of stepped forms and setbacks which articulate the rear elevation and along with the landscaped courtyards, green roofs and terraces; help break up the mass and soften the appearance to the rear.

In addition given the proposed layout and access road to the rear with limited carparking, and well landscaped areas, would also allow for a further physical and visual break to the existing residential buildings to the rear.

Conservation and Heritage

Barnet Policy DM06 indicates that all heritage assets will be protected in line with their significance and development proposals must preserve or enhance the character and appearance of Barnet's conservation areas.

Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (PLBCAA 1990), imposes a statutory duty on Local Planning Authorities and states that "In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest

which it possesses". Under Section 72(1) there is also an equivalent duty in regard to the desirability of preserving or enhancing the character or appearance of the conservation area.

The NPPF (Paragraph 199) states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

At Paragraph 202 the NPPF confirms where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use. In addition the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application (Paragraph 203).

The Planning Statement confirms that a Heritage, Townscape and Visual Impact Assessment (HTVIA) has been prepared by Montagu Evans which should be considered along with the Environmental Statement (ES). The HTVIA identifies the principal consideration is the setting of the listed buildings on the west side of The Burroughs, the trio of Hendon Civic buildings. The proposals do not directly affect the listed civic buildings. It is accepted that the proposals do not directly affect these listed buildings.

In addition although the site is not within the conservation area it is close to the boundary of The Burroughs CA to the south and therefore its setting is also relevant to the assessment. It is accepted that due to the scale, street layout, orientation and existing developments there would be no effect on the Hendon Church End Conservation Area to the north.

Both the HTVIA and ES conclude that there would be no direct effect on any heritage asset arising from the proposed development.

The GLA Stage 1 Report states at paragraph 52:

The site faces three Grade II listed buildings; Hendon Library, the Town Hall, and the Fire Station. The proposed development relates more positively to the listed buildings than the existing building, is more sensitively designed to reflect the proportions and plot widths of the building frontages and would make a positive contribution to the existing and emerging street character.

The GLA also confirm at Paragraph 53 that there would be no material heritage impact to Hendon Church End Conservation Area. On the southern side of the site, the scale, massing and design of the rotunda responds well to the street corner and therefore will not harm the character and appearance of the conservation area.

Historic England have also been consulted as part of this planning application, as detailed under Section 2.7 of this report. Historic England raised no objections and did not wish to offer any comments. They did suggest seeking the views of the council's internal conservation advisers/officers.

The Council's Conservation Officer has reviewed the scheme and associated heritage reports. The officer confirms the site is not itself within a conservation area,

although it lies to the north-east of the Hendon, The Burroughs conservation area. Hendon, Church End conservation area lies further away to the north. On the western side of The Burroughs, opposite the site are a group of three statutorily listed civic buildings - Hendon Town Hall, Hendon Library and Hendon Fire Station, all Grade II. To the south and east of the Egerton Gardens car park site is the locally listed Our Lady of Delours Church and the Hendon Methodist Church. Although the site is not within a conservation area, the impact on the setting of the adjoining conservation area should be taken into consideration, along with any impact on the setting of the listed buildings, which are in close proximity.

The existing developments on the site, including the Ravensfield and Fenella (R&F) buildings, Egerton Gardens car park, and nos.1-3 Burroughs Parade do not collectively make a positive contribution to the setting of the neighbouring conservation area, nor to the group of listed civic buildings. Only the Burroughs Parade possesses some architectural quality, although it is compromised by its irregular-shaped, projecting ground floor shopfronts. The opportunity exists therefore for redevelopment of the site with replacement buildings which make a positive contribution to the character of the immediate area.

The three proposed buildings have been designed to appear as freestanding, distinctive structures, but integrated together to sit as a group. The buildings are, however, larger in scale and with a coarser grain than their listed neighbours on the western side of the road. In particular, the taller central blocks will appear prominent, although their upper storeys have been revised to lessen their bulk and massing. Variations in architectural design, the sensitive use of materials, articulation, varied building lines and roof finishes all help to provide each of the buildings with their own identity.

The proposed buildings will have a greater visual impact in The Burroughs when compared to the existing buildings on the site, due to their bulk, mass and height. However, the existing buildings are modest in size and discreet in presence, whilst there is an absence of a building on the corner of Egerton Gardens. Consequently, the new buildings will be more apparent in views, for example, when looking northwards from The Burroughs CA. Similarly, the new buildings will appear more dominant in the context of the group of listed civic buildings, due to their greater scale.

Their increased presence should, however, be balanced against the qualities of their architectural design and use of contextual materials. Improvements to the hard and soft landscaping will also bring about visual and practical benefits to the streetscape. This will include a widened public footway and additional planting to supplement the retention of the existing mature street trees. The principal views of the listed buildings will remain unaltered by the proposals, although the cumulative bulk and massing of the new buildings will be noticeable and apparent within the streetscene, having some adverse effect on their setting and the way in which they would be experienced.

Officers are therefore agreed that the less than substantial harm that results due to the visual prominence of the buildings when seen from within the northern part of the CA and their impact on the setting of the listed buildings within The Burroughs will need to be balanced against the public benefits of this proposal, in accordance with the National Planning Policy Framework and assessed against the statutory tests.

The applicant has provided a full list of the public benefits which include:

- Significantly enhanced teaching space and ancillary facilities. The University is one of Barnet's largest employers, employing c.1,500 local and London-based staff.
- Re-providing improved community space and allowing for the release of site for redevelopment.
- Public Access, the community and residents will have access to the new facilities along with a Management Plan to ensure a cohesive integrated approach.
- Economic effects on local and regional economy during construction and operational use, e.g. job creation, wages as detailed within the ES.
- Enhanced landscaping across the whole masterplan area.
- Optimum reuse of previously developed land, providing 100% affordable housing and 50% affordable student housing.

As required by the NPPF, applications that directly or indirectly affect the significance of a designated heritage asset, the harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use. Policy DM06 also requires a balancing of harm with identified benefits.

The applicant has identified the benefits of the schemes, which include the provision of provision of new library, community facilities, new teaching facilities, provision of new student housing and affordable housing. The benefits of the proposal and the balancing of these will be made within the 'Planning Balance' section at the end of the report and also assessed against the statutory presumptions .

Non-designated heritage assets

As detailed above, given the setbacks and the overall massing with set downs from the front to the rear, the mass is articulated to minimise any adverse impact to the surrounding buildings to the rear and south of the application site. Officers therefore consider that there would be no impact on any non-designated heritage assets, in particular, to the locally listed Our Lady of Dolours Church and Hendon Methodist Church.

Views

The visibility of the scheme has also been considered from the surrounding areas throughout the design process to ensure there would be no detrimental visual impact. The planning submission is supported with both photographic and measured surveys (prepared by vista3d) undertaken at a number of viewing points from the surrounding area and key vantage points, which had been agreed with heritage and design officers during the pre-application discussions.

Whilst it is accepted that the assessment of any proposal is best understood as part of a kinetic moving experience around the site and vicinity, the viewpoints do help to provide a snapshot to demonstrate that there are no adverse impacts to the either the heritage assets, residential properties or the character and appearance of the area.

Materiality

The application submission confirms the overarching approach to the character and materiality of the scheme is to produce contemporary buildings which overall reflect the character of the Burroughs and wider campus in form and materials. Materials have been chosen for their appropriateness and relationship with the immediate context of the site and especially to the Civic buildings that are directly opposite the site. The proposed metal infill panels to the residential units at upper levels of the rotunda building would be laser cut with a detail that reflects the upper level glazing to the town hall.

Officers consider that the selection of appropriate facing materials for each of the buildings will be very important, particularly the choice of red brick and stone dressings to reflect the materials used on the civic buildings, as will the attention to detail of individual features and the use of high quality hard and soft landscaping. Accordingly these matters will be controlled by way of conditions with all elements to be agreed.

3.4 Amenity Impact on Neighbouring Properties

Privacy/Overlooking and Outlook

The Barnet Residential Design Guidance SPD states there should be a minimum distance of about 21 metres between properties with facing windows to habitable rooms to avoid overlooking, and 10.5 metres to a neighbouring garden. Shorter distances may be acceptable between new build properties where there are material justifications.

There are no adjoining residential properties with habitable rooms directly overlooking the application site. The boundaries of the closest properties on both Egerton Gardens and Babington Road are also over 10.5m away. Therefore given the separation distances and the reduced scale of the proposed buildings towards the rear perimeter edges of the site, it is considered there are no residential properties within the vicinity which would be adversely affected by the proposal.

Daylight/Sunlight

The applicant has undertaken a Daylight, Sunlight and Overshadowing assessment for the proposed development and neighbouring residential properties based on the approach set out in the Building Research Establishment's (BRE) 'Site Layout Planning for Daylight and Sunlight: A Good Practice Guide' (2011).

The BRE guidelines explain that the guidelines are not mandatory and that the guide should not be seen as an instrument of planning policy; its aim to help rather than constrain the designer. Although it gives numerical guidelines, these should be interpreted flexibly since natural lighting is only one of many factors in site layout design. In special circumstance the developer or planning authority may wish to use different target values.

A Daylight/Sunlight and Overshadowing Report has been prepared by GL Hearn in support of the proposed development and analyses the effect of the development on the daylight and sunlight levels received by the 14 neighbouring properties. Overall the daylight and sunlight levels received to the neighbouring properties, following the

development are in line with BRE guidance and therefore occupiers are unlikely to notice a change in their skylight levels.

Where there was some minor adverse effect, this was limited to some of the student accommodation bedrooms located at Usher Hall and the Hatchcroft Building. However it is noted that Paragraph 2.1.13 of the adopted GLA Housing SPG (2016) states that the Mayor's housing standards does not apply to student housing. Furthermore, student bedrooms are not occupied all year round and only occupied in term time only.

Therefore it is considered that the proposal would not have a significantly detrimental impact on the daylight/sunlight levels enjoyed by the neighbouring properties. Based on the high level of compliance the proposed layout of the development satisfies the standards set out in the BRE Guidance.

Future Occupants

A separate Daylight/Sunlight and Overshadowing Report was prepared by GL Hearn which seeks to assess the amount of daylight received by future occupants at the development. The daylighting has been assessed to 395 rooms using the ADF test. 353 rooms achieve the levels detailed in the BRE. This equates to a 90% pass rate, which is considered to be a high level of compliance. It is noted that of 42 rooms which are subject to deviations, 20 of them are Communal Living Rooms and only 22 are Student Rooms.

In regards to the C3 residential units, the results found that 58 of the total proposed habitable rooms met the BRE standards. Out of the 17 habitable rooms that did not meet the BRE Standards, 8 were bedrooms where there is not a significant need of natural daylight. The majority of the upper levels of the Rotunda building will receive excellent levels of daylight/sunlight as well as outlook and privacy. Due to the more desirable open plan layouts of the kitchen/dining rooms, the lower levels of daylight occur on the lower floors only. However taking account of the overall assessment officers consider the standard of accommodation overall would be acceptable.

Noise

No significant new or cumulative operational noise impacts are identified for neighbours as a consequence of the proposed development. Whilst there is an increase in the intensity of use of the site, the use is consistent with the existing campus and residential character of the wider area.

The proposal has been reviewed by the Council's Environmental Health team and conditions are recommended ensuring that any plant or machinery associated with the development, extract and ventilation equipment, achieves required noise levels for residential environment.

In considering the potential impact to neighbours, conditions are recommended to ensuring that any plant or machinery associated with the development achieves required noise levels for residential environment. The council's environmental health team have also recommended appropriately worded conditions for noise reporting and impact mitigation, extract and ventilation equipment and plant noise. It should be noted that any excessive or unreasonable noise is covered by the Environmental Protection Act 1990.

Air Quality

The development proposal and details were reviewed by the Council's Environmental Health team who have advised that the proposed development is acceptable. The proposal does not, in air quality terms, conflict with national or local policies, or with measures set out in the London Borough of Barnet's Air Quality Action Plan. There are no constraints to the development in the context of air quality.

Suitable conditions are attached regarding ventilation and the submission of details of proposed plant and equipment. In respect of traffic and parking impacts on air quality, the levels of parking are controlled and the travel plan statement encourages sustainable travel modes to and from the site. In respect of the design, the scheme contributed towards overall reductions in CO2 production, having regard to energy and sustainability policies.

3.5 Transport / Highways

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.

The application was accompanied with a Transport Assessment which has been reviewed by the council's transport highway officers who have provided detailed comments. Subject to satisfactory completion of a legal agreements and conditions the development is acceptable to LBB officers on transport grounds. The LBB Transport Team set out our comments below.

Existing Conditions

TfL's WebCAT tool indicates that the site has a PTAL value of 4 which represents a good level of accessibility. Measures that seek to improve the public transport accessibility and active travel credentials of the site should be a priority in order to deliver a sustainable development in transport terms.

The car parking facilities can accommodate up to 93 spaces (Fenella building and Ravensfield House) plus 30 spaces within the Council car park. This results in a current total of 123 car parking spaces on the application site. Both car parks link together and can share accesses.

Ravensfield House is currently used for educational purposes whilst the main use of the Fenella building is to provide for university administrative staff facilities.

Baseline Transport situation

The main purpose of the development overall is to provide student accommodation near to the existing University campus. The applicants have submitted that there will be no net increase in the total number of students at the University. As existing

students travel to the University including from Wembley, where there is an existing halls of residence, the development will reduce the number of students travelling and therefore reduce the use of tube, rail and bus. The staff employed at the Ravensfield & Fenella (R&F) site will work in the proposed B9 use on site; The applicants have also confirmed that the staff numbers are not changing.

Although the number of staff and students are not predicted to change, nor are their modes of travel (in the short term), Middlesex University (MXU) are predicting that the frequency of staff and students travelling to the university will reduce due to more flexible working and some lectures taking place online. This will therefore reduce the impacts on public transport, the highway network and also reliving pressure on car parking facilities.

LBB officers generally accept that travel patterns including commuting are likely to see permanent changes as a result of Covid 19. However, the development will require a robust Travel Plan with strong mode shift targets and associated incentives as well as careful monitoring to ensure these are being met. This should be secured through a s,106 contribution and conditions.

The Personal Injury Accident (PIA) review that has been provided is based on the 'Crashmap' database and therefore does not provide sufficient details as to the exact nature of the incidents and possibly does not contain the most current data. The TA concludes that *'the data does not suggest that there are any safety issues that need to be taken account of and resolved as part of the re-development proposed for the site.'* LBB cannot verify this based on available data and have requested a more detailed PIA review. This is being undertaken and will be included with the results of the Active Travel Zone healthy streets assessment.

Proposed Development

The planning application seeks to provide the following:

- Citizens Advice Bureau (340 sqm)
- New public library (675 sqm)
- Arts and Creative Industries facility (4,450 sqm)
- Safer Neighbourhood Team Unit (70 sqm)
- Community floorspace (425 sqm)
- Middlesex University Accommodation Administration Suite (100 sqm)
- Meridian (Chinese Mental Health) (250 sqm)
- African Cultural Association (65 sqm)
- Retail floorspace (415 sqm)
- 388 purpose-built student accommodation units
- 28 residential dwelling flats (social housing)

Car Parking

The site is currently located within a CPZ (HC2) (Monday-Friday 10am to 5pm and 11am to 3pm in other areas). A recent experimental CPZ extension in the Prince of Wales Estate to cover roads previously left out us to be made permanent. Overall, there is good coverage around the site. However, the hours of control do not cover the general peak periods of residential parking demand and there is concern that the proposed development with low on-site car parking provision would have potential for overspill parking onto the surrounding road network resulting a negative impact on the local amenity.

The proposal does not include general parking provision and existing car parking (123 spaces) within the red line boundary will be removed. The student accommodation element will be 'car free' except for 15 blue badge parking spaces (12 for social housing and 3 for students) and 3 car club parking spaces. All blue badge spaces should be provided with active Electric Vehicle Charging Point (EVCP) provision, secured by condition.

London Barnet Local Plan Policy (DM17) recognises that its residential parking standards will be applied flexibly based on different locations and issues related to public transport accessibility, parking stress and controls, ease of access by cycling and walking, and population densities. Appropriate parking for disabled people should always be provided.

Following publication of the London Mayor's transport strategy TfL recommend that the starting point for all developments should be 'car-free'. Nevertheless, it is recognised that this is not suitable for all locations, especially in outer London Boroughs. The recommended Parking ratios for locations in Outer London under PTAL 4 allow for the provision of parking spaces up to a maximum of 0.5-0.75, however TfL generally encourage much lower provision than this in their formal advice. The removal of parking from within the red line boundary is supported by TfL, with the caveat that permits for new residents are restricted. All other existing parking will be re-provided. The University will make use of its own existing car parks, utilising space made available through shifts in working patterns and remote working.

The number of staff driving to the new development will reduce as a result of changes to working patterns associated with Covid-19. The university will introduce a new car park booking system to allow access for all staff without increasing the number of journeys due to blended working arrangements. For further information on the blended working arrangement see paragraph 6.3.6 of the Transport Assessment.

The community and retail uses are being re-located [same amount of floorspace] from the Meritage Centre (MC) and R&F site respectively. There are currently no on-site or off-site parking provision for any of these facilities and therefore the re-provision of these uses should not create additional parking stress within surrounding streets. The fact that these uses which do not currently have assigned parking are being re-provided on a like for like basis and that within the same area and that the existing car parking facilities on site (93 spaces) will be largely incorporated within the existing university car parks justifies a zero-parking car free approach and this is also supported by Policy T6.2 Office Parking and Policy T6.3 Retail parking. The University will also make use of dedicated parking at Saracens West Stand, with bus transfers to the site. There is a proposal to provide up to 3 car club spaces which is supported by LBB.

Council Policy recognises and states that 'some developments may have difficulty meeting parking requirements, particularly in town centres.' The council will show flexibility in the assessment of parking requirements and will consider restricting occupiers from obtaining parking permits within CPZ's via a legal agreement, as this will help reduce parking congestion in town centres for other uses.

LBB Development Management Document Policy DM17:

Residential development may be acceptable:

- i) With limited or no parking outside a CPZ but only where it can be demonstrated through a survey that there is sufficient on street parking capacity;

ii) With limited or no parking within a CPZ, where it can be demonstrated that there is insufficient capacity on street the application will be required to enter into a legal agreement to restrict future occupiers from obtaining on street parking permits. For proposals in close proximity to the edge of a CPZ a survey will also be required to demonstrate that there is sufficient on street parking capacity on streets outside the CPZ.

Parking Stress Survey

There have been three parking stress surveys undertaken in the vicinity of the site to understand the residential parking demand. The first was a single weekday survey in March 2021, this was followed up by two consecutive weekday surveys and a Saturday in July 2021 following the lifting of lockdown restrictions (however schools had broken up) and most recently another three-day (Tue, Wed and Sat) survey in October 2021. The last survey has not been provided for comparison.

Based on the July 2021 parking stress survey the surrounding roads within reasonable walking distance from the site, for residential land uses, experience high levels of parking stress (refer to table 5.1 within the TA report). Brampton Grove which has the highest spare capacity is for the most part further than the standard 200m extent for residential developments (refer to Lambeth Council Parking Survey Guidance Note).

The TA report mentions that it is proposed to have both accessible and car club parking spaces and 14 spaces for social housing and that parking provision associated with the social housing is to be accommodated within the local CPZ (HC2). This is not acceptable to Barnet officers. A development should be sufficient on its own merit and should not rely on the public highway to accommodate their operational needs. We consider that the C3 element of the development is effectively rendered 'car-free' with only disabled parking provided within the red line boundary. Permits for future residents should be restricted in accordance with Barnet's policy DM17 and SPD 2013 (3.1.10).

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 demonstrated and conditioned.

Overall, the proposed low levels of parking would only be supported by the LB Barnet Transport Team subject to the following:

- Satisfactorily provision of sustainable transport and active travel measures / improvements;
- Implementation of a Travel Plan (to be conditioned);
- Protection of the local amenity from overspill parking via ongoing review / expansion of the Controlled Parking Scheme (CPZ);
- Residents of the development should be prevented from applying for on-street parking permits; and
- Implementation of a Parking Design and Management Plan (to be conditioned).

It is proposed for students to sign an agreement in their accommodation contracts preventing them from bringing cars into the University campus. Students would also not be able to apply for permits within the CPZ area. These measures would need to be appropriately secured.

The proposed development should help enable a review / expansion of the CPZ scheme in order to address the above concerns. A request will be made for a financial contribution towards a CPZ review / upgrade (secured via s106 agreement). A review of Traffic Orders in relation to on-street parking bays and prevention of on-street servicing / loading should be undertaken.

Further details of the car parking booking system and the blended working arrangements need to be provided and appropriately secured by Condition through a Car Park Management Plan.

Cycle Parking

A total of 239 cycle parking spaces for the proposal will be provided as follows:

- Student Accommodation - 194 long stay + 10 short stay = 204 total
- Retail – 3 long stay + 11 short stay = 14 total
- Community* – 1 long stay + 10 short stay = 12 total
- Library - – 1 long stay + 9 short stay = 11 total
- Total = 239

This meets the adopted London plan cycle parking standards across all land use within the site and is in line with London Plan policy T5 Cycling. The applicant is reminded that adequate changing and shower facilities should be provided for the non- residential elements to facilitate staff/ employees commute by bike, The applicants commitment to provide large spaces for 5% of the cycle parking provision is welcomed.

General Layout

The site layout plan should be fully dimensioned to help with the review process (e.g. carriageway / aisle / access / footway widths, car parking bays etc.).

The car parking layout plans should be fully dimensioned to help with the review process. This should be supported with swept path analysis where appropriate (e.g. aisle widths, manoeuvrability into / out from parking bays with geometric constraints, two-way vehicle turning within entry / exit of parking areas).

Clarification is sought as to whether any improvement works / physical changes are proposed to the highway infrastructure as well the need for a s278 agreement. Reference is made in relation to the improved infrastructure relating to a cycle lane on the A504 The Boroughs. LBB officers are concerned that there is insufficient road-space to incorporate a meaningful length of cycleway on the Boroughs. However, we would welcome a feasibility study into the potential for achieving this in the future – through a s.106 contribution.

The vehicle / pedestrian and vehicle / vehicle visibility splays should be shown on plan to demonstrate that there would be no obstructions to visibility requirements. Clarification is required as to whether any sections of the public highway will be subject to a Stopping Up application or if any sections are to be given up for adoption. All the above items should be secured by condition to be provided prior to construction.

Healthy Streets Assessment

A detailed Active Travel Zone assessment of the key walking and cycling corridors surrounding the Development is being undertaken by the applicants. Proposed improvements within reasonable distance from the site will be included within the s.106 agreement for funding contributions towards their implementation. This is in line with LBB and TfL sustainable travel policies and future mode share targets.

Travel Plan

A Framework Travel Plan has been produced; Barnet transport Officers are in agreement with TfL's assessment that a more ambitious target should be set to further encourage uptake of sustainable travel modes. The Plan currently target an increase of 5% increase in public transport use and 5% decrease in car use are insufficient, and is therefore recommended to review the targets, measures and action in the Travel Plan ensuring it would be aimed to achieve the Mayor's Strategic Target of 80% trips to be made by sustainable transport modes.

The applicant should therefore secure the final Travel Plan by s106 agreement accordingly.

Car Parking Design and Management Plan

A Car Parking Design and Management Plan should be conditioned as part of the planning consent. This would detail how car parking will be designed and how they are to be controlled / managed. This should also include the areas where existing parking demand are proposed to be relocated.

Delivery and Servicing Management Plan / Refuse Collection Strategy

Details of servicing, delivery and refuse arrangements for all land uses proposed have not been provided. This may need to be supported by swept path analysis with plans demonstrating trolleying distance compliance in relation to refuse collection. The swept path analysis should show vehicles being able to successfully pass standing refuse / delivery vehicles at locations that appear to be geometrically constrained. The swept paths of the large delivery vehicles entering / leaving each of the access points should be provided

All servicing / delivery requirements should be accommodated within the confines of the site as opposed to relying on the public highway.

A Delivery and Servicing Management Plan should be conditioned as part of the planning consent. The maximum size of vehicles anticipated to use the site should be confirmed and controlled via a Delivery and Servicing Management Plan.

Construction

A Construction Logistics Plan (CLP) along with a Construction Worker Travel Plan (CWTP) should be conditioned as part of the planning consent. This should take into account the cumulative impacts of works in the surrounding area and comments received in TfL's formal response.

Trip Generation and Impact Assessment

Vehicular Highway Impact

It is not expected that the level of vehicular trip generation would give rise to significant highway and traffic capacity impact to either the Local Barnet roads or the TLRN (A41 and A1) in the area. This position is shared by LBB and TfL officers.

Public Transport Impacts

The cumulative impact of development, within the Hendon area, on London Buses, London Underground and Rail should be clearly set out and discussed.

Comments in relation to the cumulative impacts on the public transport network should be agreed with TfL and would be subject to a s.106.

HEADS OF TERMS S.106/278

- Funding for measures identified in ATZ, including accident mitigation

- Funding for local Cycle lanes identified by LBB Highways on Station Road
- Funding for a feasibility study into the viability of a cycle facility for the Burroughs
- Funding to improve Cycling /walking experience along Chapel Walk and West View
- Funding to improve pedestrian pinch-points along the Burroughs
- Travel Plan with robust targets demonstrating commitment to London plan mode share targets
- Contribution towards a high quality (segregated/semi-segregated) cycle facility on the A503 through Brent Street & Church Road. The A406 junction into Golders Green Road from Brent Street is one of the more straightforward North Circular Road crossings in the area for a cyclist
- Contribution towards an improved Signals scheme at Church Road/Parson Street/Finchley Lane with enhanced ped facilities/cycle ASLs in design –
- CPZ Monitoring contribution
- Travel Plan Monitoring Contribution
- Public Transport Contribution (TBC with TfL)
- Car Club

All Highway Works associated with the development to be provided via s.278 Agreement

CONDITIONS

- A Servicing and Delivery Plan - Condition
- A Construction Logistics Plan - Condition
- Car Park Management Plan – Condition
- Refuse & Recycling Strategy - Condition
- EVCP provision to London Plan Standards – Condition
- Cycle parking provision to London Plan Standards - Condition
- Swept Path analysis - Condition
- Undertake Stage 1 Road Safety Audit for all highway proposals
- Prior to the commencement of the development, details of any highways to be stopped under Section 247 of the Town and Country Planning Act shall be submitted to and agreed with the Local Planning Authority.

3.6 Landscaping, Trees and biodiversity

The 'sustainable development' imperative of NPPF includes enhancing the natural environment and improving biodiversity. London Plan 2021 states that development proposals, where possible, should make a positive contribution to the protection, enhancement, creation and management of biodiversity. Barnet Local Plan policy DM16 states that when it is considering development proposals the council will seek the retention, enhancement or creation of biodiversity.

The landscape masterplan approach has 3 main elements; The Burroughs Public Realm, semi private courtyards to the rear and green roof terraces.

The proposed layout of the buildings has been considered from the outset to allow for a generous area of public realm adjacent to The Burroughs that would be comparable in scale to the area in front of the existing Hendon Library and Town Hall, creating a more balanced and integrated with the wider public realm.

The development retains the mature trees on The Burroughs frontage which provide a high level of visual amenity. Trees in the mid-eastern boundary close to the boundary will be retained. All other trees, most of which are lower quality, will be removed. The arboricultural impact assessment (AIA) reports that 13 trees are to be retained; 25 and one hedge removed of which 5 are Category B, moderate value, and 20 are Category C, low value; and 38 trees are to be planted as part of the proposed development. This results in a net gain of 13 trees.

These details have been reviewed by the council's Arboriculturalist who has confirmed the principle as set out is acceptable. However the value of the trees to be removed is required using the CAVAT value (appropriate valuation system) and set out how this has been accounted for through replacement tree planting. In addition officers also note that details and specifications are also important along the eastern perimeter edge which adjoins the existing residential area to the east. Therefore it agreed that the details should be secured through conditions including for example a comprehensive landscape and ecological management plan.

Ecology

The Council's Ecology Consultants have reviewed the submitted Environmental Ecology Appraisal Report and have raised no objections. Their comments are set out below.

There is 1 statutory site within 2km; Brent Reservoir Welsh Harp SSSI and LNR is 1.3km south west. We are satisfied that the site will not be affected by the proposal and that the evidence provided by the applicant is sufficient to address potential impacts and implications on biodiversity receptors. The site is within the IRZ of Brent Reservoir/ Welsh Harp but does not fall within the criteria of consultation with Natural England.

The scheme also falls near 14 local sites of nature conservation interest however, these are separated functionally by the urban environment; therefore, impacts are considered negligible.

The report states that 'Burroughs Parade and Fenella House have negligible potential to support roosting bats. However, Ravensfield House offers low potential to support bat roosts'. The buildings on site were surveyed on 30 June 2021 in suitable weather conditions. No bats were recorded emerging from the buildings. Therefore, no further surveys are required. If at any time following the start of demolition works, a bat roost or evidence of a bat roost is observed, all work would need to cease until a suitably licensed bat ecologist has been consulted and advice sought on how best to proceed under current laws and legislation. Where a bat roost is identified, destruction of the roost would usually need to be covered by a European Protected Species (EPS) Licence obtained from Natural England. The planning authority would need to have sight of any mitigation strategy developed for a licence application in order to address their obligations under The Habitats and Species Conservation Regulations 2018 (as amended).

If demolition is delayed for more than one-year after the date of the bat survey (July 2021), repeat bat surveys should be undertaken.

We are satisfied that the net 10.03% Gain in Biodiversity adequately demonstrates post development gains in biodiversity.

Nesting birds

Trees and scrub are likely to contain nesting birds between 1st March and 31st August inclusive. Trees and scrub are present on the application site and are to be assumed to contain nesting birds between the above dates, unless a recent survey has been undertaken by a competent ecologist to assess the nesting bird activity on site during this period and has shown it is absolutely certain that nesting birds are not present.

Hedgehogs and other mammals

Vegetation clearance should be undertaken in a sensitive manner to allow terrestrial mammals to disperse. Any excavations that need to be left overnight should be covered/fitted with mammal ramps to ensure that any animals that enter can safely escape. Any open pipework with an outside diameter of greater than 120 mm must be covered at the end of each workday to prevent animals entering/becoming trapped or ensnared.

Proposed Planning Permission Conditions

1.1 Lighting

Please attach a condition on lighting strategy that it must be designed and used to minimise impacts on bats and their insect food. All exterior lighting should follow the guidance of the Bat Conservation Trust. Current (June 2014) advice is at <http://www.bats.org.uk/>. The lighting strategy should be submitted to the LPA for approval.

Biodiversity Enhancement Recommendations

In line with the National Planning Policy Framework (NPPF 2021) in aiming to achieve sustainable development and the obligations on public bodies to conserve and enhance biodiversity as required by the Natural Environment and Rural Communities (NERC) Act 2006 please ensure that the Biodiversity Enhancement Recommendations in Section 5.5 are adhered to and enforced through a suitably worded condition or conditions.

Accordingly it is considered that the proposal is acceptable in ecological terms and appropriate details can be secured via conditions

Archaeology

The development boundary falls within an identified 'Local Areas of Special Archaeological Significance'. A Desk-Based Archaeology Assessment was produced to identify the archaeological potential of deposits on the application site and consider the proposed scheme's likely impact on them.

Accordingly, The Greater London Archaeological Advisory Service (GLAAS) was consulted on this application and they have confirmed there are no objections and have requested an archaeological condition which could provide an acceptable safeguard. This will therefore be included.

3.7 Energy/Sustainability

London Plan 2021 Policy SI 2 requires development proposals to make the fullest contribution to minimising 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
- Be clean: supply energy efficiently
- Be green: use renewable energy
- Be seen: monitor, verify and report

Policy SI 2 5.2 'Minimising Greenhouse Gas Emissions' states major development proposals should include a detailed energy strategy to demonstrate how the zero-carbon target will be met within the framework of the energy hierarchy. A minimum on-site reduction of at least 35% beyond Building Regulations is required for major development. The London Plan 2021 sets 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.

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. Proposals are also expected to comply with the guidance set out in the council's Supplementary Planning Documents (SPD) in respect of the requirements of the Code for Sustainable Homes.

The proposed development is accompanied by an Energy and Sustainability Strategy prepared by Capita. The proposed strategy follows a best practice approach, based on the Mayor of London's Energy Hierarchy. The supporting Energy Statement outlines the energy strategy which is predicted to achieve a 73% site-wide saving in CO2 emissions, split out as a reduction of 79% (Domestic) and 72% (Non-Domestic).

A feasibility of the different low and zero-carbon technologies was carried out at an early stage and the preferred route is to incorporate air source heat pumps for heating and cooling, supplemented with photovoltaic (PV) arrays on the main roof. The CO2 emissions at the Be Green step are predicted to achieve a 73% site-wide reduction compared to the baseline, satisfying the minimum on-site reduction target of 35%. The shortfall in achieving the net zero-carbon target is 126.3 Tonnes CO2 Site-wide which over 30 years amounts to 3,790.3 Tonnes CO2. This shall be off-set by a carbon off-set contribution of £360,078.50.

3.8 Flood Risk / SUDS

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".

A flood risk assessment technical note has been prepared by Capita in support of the proposal. The report confirms the site is assessed to have very low risk of fluvial, surface water, ground water, and sewer flooding. As the site is located in Flood Zone 1 and is not identified as being at risk of flooding, the impact to the proposals and potential impact to third party receptors as a result of the proposed development is considered to be negligible.

In addition a Drainage Strategy prepared by Capita has also been provided. In accordance with the requirements of NPPF (National Planning Policy Framework), and accompanying Planning Practice Guidance, a review of the development site was undertaken for the use of suitable SuDS techniques. The sustainable drainage systems hierarchy identified and outlined in The London Plan (2021), Chapter 9, Policy SI 13, requires that an assessment for the drainage proposals has been conducted. In this instance, attenuating the rainwater for gradual release via the use of below ground geo-cellular storage tanks is to be adopted for the development, with appropriate run-off rates. All drainage is to be assessed for a 1 in 100-year return period + 40% climate change event, so that no on-site flooding of the buildings will occur.

The Drainage Strategy and details have been reviewed by all parties concerned. The council's drainage team have confirmed that the proposed details are acceptable. Therefore these details would be secured via condition.

4 Planning Obligations & CIL

Planning Obligations

Policy CS15 of the Barnet Local Plan states that where appropriate the Council will use planning obligations to support the delivery of infrastructure, facilities and services to meet the needs generated by development and mitigate the impact of development.

In accordance with development plan policies the list of obligations as set out in the heads of terms at the beginning of this report; are required to be secured through a legal agreement with the developer.

Community Infrastructure Levy (CIL)

The proposed development is liable for charge under the Barnet Community Infrastructure Levy (CIL) at a rate of £135 per square metre. As noted in SPD para 2.2.11, the purpose of Barnet's CIL is to secure capital funding to help address the gap in funding for local infrastructure. The money raised by Barnet's CIL will be used to pay for infrastructure required to mitigate the impact of development across the Borough.

Pursuant to the Table 3: Mayoral CIL Charging Rates of the Mayor's April 2013 SPG 'Use of planning obligations in the funding of Crossrail, and the Mayoral Community Infrastructure Levy', a flat rate charge of £35 applies to all relevant chargeable developments.

5. Planning Balance

As stated earlier, after an assessment of the proposed development, Officers find that less than substantial harm will be caused to the designated heritage assets of the trio of the Hendon Civic listed buildings and The Burroughs CA. In accordance with Barnet policy DM06 and paragraph 196 of the NPPF, the harm should be weighed against the public benefits.

The Hendon Hub Project aims to bring a number of benefits, the proposed benefits of the scheme and the weight attributed to each is set out below:

- Optimisation of brownfield site delivering 384 student units with 50% affordable and 28 residential units with 100% affordable (equal to 181.6 conventional housing units) – significant weight.
- New Public Library, modern community floorspace and a new Arts and Cultural Industries Facility, which are all to be accessible by the general public – significant weight.
- Public realm, Net 10.03% Gain in Biodiversity, pedestrian crossing improvements and promotion of Healthy Streets and active travel – moderate weight.
- Community Infrastructure Levy (CIL), job creations and local economic benefits – limited weight.

6. Conclusion of Planning Balance

Large levels of pre-application meetings and community consultation was undertaken prior to the submission of the application which heavily focused on heritage and design including the public realm and landscaping. A detailed submission has been provided in respect to these elements which seeks to appropriately integrate the proposed development within the specific site constraints, existing character of the site and surrounding area including the context of the nearby conservation area.

For the reasons given in the assessment sections above, it is identified that there would less than substantial harm to the significance of the designated heritage assets which although of a limited nature has nonetheless been given considerable weight by officers.

In this case there would be a package of benefits that would arise from the development which have been attributed substantial and moderate weight. With limited weight applied only to the financial benefits. In accordance with the NPPF it is considered that the overall package of these public benefits is of considerable and substantial importance and that it would clearly outweigh the less than substantial harm that would arise through the proposed development.

In arriving at this planning judgement officers have had fully in mind the requirements of sections 66(1) and s.72(1) of the P(LBCA)A 1990, by which Parliament intended that the desirability of preserving the settings of listed buildings and conservation areas should not simply be given careful consideration but “considerable importance and weight” when carrying out the balancing exercise. This gives rise to a strong statutory presumption against granting planning permission for development which would cause (any) harm to the settings of listed buildings or to settings of

conservation areas, even where the harm would be “less than substantial” the balancing exercise cannot ignore the overarching statutory duties imposed by sections 66(1) and s.72(1).

In the present instance, officers have attached considerable importance and weight to the section 66(1) and s.72(1) duties when carrying out this assessment and have found that having regard to the less than substantial harm caused to heritage assets (as identified above) any presumption against the grant of consent has been clearly displaced by the substantial public benefits arising from the proposal.

The cumulative impact of the applications has also been considered as part of the overall impact of heritage issues. The EIA confirms the effects relating to individual sites and Townscape, Heritage and Visual Impact aspects do not interact with each other. This is because there is no direct intervisibility between the Proposed Developments. Therefore it is considered that there would be no adverse cumulative impacts on the heritage assets even when the developments are considered overall.

Therefore, subject to mitigation, measures relating to design, character and appearance, landscaping, highways, noise, contamination, air quality, transport impacts and sustainability will be secured via S106 obligations and relevant conditions.

7. Equality and Diversity Issues

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

- (a) *eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;*
- (b) *advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;*
- (c) *foster good relations between persons who share a relevant protected characteristic and persons who do not share it.*

For the purposes of this obligation the term "protected characteristic" includes:

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

Officers have in considering this application and preparing this report had regard to the requirements of this section and have concluded that a decision to grant planning permission for this proposed development will comply with the Council's statutory duty under this legislation.

The site is accessible by various modes of transport, including by foot, bicycle, public transport and private car, thus providing a range of transport choices for all users of the site. The site will provide 10% wheelchair adaptable units.

The development includes level, step-free pedestrian approaches to buildings to ensure that all occupiers and visitors of the development can move freely in and around the public communal spaces. Lift is also provided to provide step-free access between the ground and the upper levels at Site 2. Dedicated parking spaces for people with a disability will be provided in convenient locations.

The proposals are considered to be in accordance with national, regional and local policy by establishing an inclusive design, providing an environment which is accessible to all. Officers have in considering this application and preparing this report had regard to the requirements of this section and have concluded that a decision to grant planning permission for this proposed development will comply with the Council's statutory duty under this legislation.

Overall, it is not thought that any of the protected characteristics are majorly negatively affected. It is considered that the majority of vulnerable groups are impacted positively to some extent, including: disability, pregnancy/maternity, gender reassignment, and race/ethnicity. A significant number of mitigations and adjustments have been made to the scheme since then to accommodate for concerns regarding equalities and from consultation feedback. These include:

- Reduction in student accommodation unit numbers by 26%
- Introduction of additional placemaking improvements improving lighting and quality of space, and further service provisions, including a healthcare service and a potential Safer Neighbourhoods Team base
- CPZ and parking restrictions for new student population (introduced for non-disabled students only)
- Compliance of buildings, with 10% of accommodation provided being disability-friendly
- Removal of 2 car parks from the scheme with no overall net loss in parking
- Introduction of gender-neutral toilets in public space
- Relocation of community uses to a more prominent community hub on the RFC site

As a result, the cumulative impact of the scheme is thought to be slightly positive from an equalities perspective. In this regard account has been taken of the impact on older people (65+), disabled persons and other persons of restricted mobility and other protected characteristics. The impact on these groups is considered minimal, due to the close proximity of the proposed siting of the new facilities, including the library, to the existing facilities (i.e. across the road), the position of no net reduction in car spaces across the Hendon Hub Estate, the provision of disabled blue badge parking on site and the fact that the proposed replacement facilities including the proposed library will be provided in a modern fit for purpose building complying with modern standards including for disabled access.

Existing users of the Hendon Hub Estate facilities such as the Residents' forums, African Culture Association, Citizen's advice Bureau, and the Chinese Mental Health Association Age Concern and Mencap and Scouts will continue to be open across the remainder of the development period and will be provided with equally

commodious new replacement facilities of greater floorspace than their existing facilities as a result of the redevelopment. These facilities will be close to the current locations and as such it is not considered that there will be a detrimental equalities impact.

Officers conclude that there is no adverse equality impact from this application. The proposals are considered to be in accordance with national, regional and local policy by establishing an inclusive design, providing an environment which is accessible to all. Officers conclude that the proposed development will overall contribute to the objective of the legislation

It is also noted that the applicant has submitted an Equalities Impact Assessment (EQIA) in support of the application and advised that this document will be kept under constant review and updated throughout the lifecycle of the Hendon Hub development to manage Equalities considerations.

In addition, officers have also considered the proposal in terms of the HRA 1998 and in particular, articles 2 (right to education), 8 (respect for home and family life) and 14 (non discrimination) of the ECHR. Officers consider that granting planning for this development proposal would not breach of the HRA 1998.

8. Crime and Disorder

Section 17 of the CDA requires local authorities to consider the crime and disorder implications of their decision. As specified earlier in this report, the crime prevention officer of the metropolitan police was consulted on this application and responded advising that the application has taken designing out crime into account in the design of the proposal. The Secured by Design Officer raises no objections to the proposal subject to appropriate conditions and the applicant securing final secured by design accreditation. These matters have therefore been carefully considered and are secured by condition to ensure the proposal is in full accordance with Section 17 of the CDA.

9. Conclusion

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the Council to determine any application in accordance with the statutory development plan unless material considerations indicate otherwise. All relevant policies contained within the development plan, as well as other relevant guidance and material considerations, have been carefully considered and taken into account by the Local Planning Authority. It is concluded that the proposed development overall accords with the relevant development plan policies. There are no material considerations against the proposal which would outweigh the presumption in favour of the grant of planning permission. It is considered that there are material planning considerations which justify the grant of planning permission. Accordingly, subject to the satisfactory completion of the Legal Agreement, **APPROVAL** is recommended subject to conditions as set out in Appendix HR1.

APPENDIX HR1 – 21/4709/FUL

CONDITION(S) and INFORMATIVES

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

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

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

P_S2_500_01	Site Redline Plan
P_S2_500_09	Site Mastepan
P_S2_500_10	Ground Floor Masterplan
P_S2_500_11	First Floor Masterplan
P_S2_500_12	Second Floor Masterplan
P_S2_500_13	Third Floor Masterplan
P_S2_500_14	Fourth Floor Masterplan
P_S2_500_15	Fifth Floor Masterplan
P_S2_500_16	Sixth Floor Masterplan
P_S2_500_17	Roof Level Masterplan
P_S2_500_20	Long Elevations
P_S2_500_30	The Burroughs Sections
P_S2_500_31	Sections
P_S2_B1_500_10	Building 1 + 2 Ground Floor Plan
P_S2_B1_500_11	Building 1 + 2 First Floor Plan
P_S2_B1_500_12	Building 1 + 2 Second Floor Plan
P_S2_B1_500_13	Building 1 + 2 Third Floor Plan
P_S2_B1_500_14	Building 1 + 2 Fourth Floor Plan
P_S2_B1_500_15	Building 1 + 2 Fifth Floor Plan
P_S2_B1_500_16	Building 1 + 2 Sixth Floor Plan
P_S2_B1_500_17	Building 1 + 2 Seventh (roof) Plan
P_S2_B1_500_21	Building 1 ACI Elevations
P_S2_B1_500_22	Building 1 ACI Elevations
P_S2_B1_500_23	Building 1 ACI Elevations
P_S2_B1_500_24	Building 1 ACI Elevation
P_S2_B1_500_40	Building 1 ACI Typical Bay
P_S2_B2_500_21	Building 2 Student-Resi Elevations
P_S2_B2_500_22	Building 2 Student-Resi Elevations
P_S2_B2_500_23	Building 2 Student-Resi Elevations
P_S2_B2_500_24	Building 2 Student-Resi Elevations
P_S2_B2_500_40	Building 2 Typical Bay (front)
P_S2_B2_500_41	Building 2 Typical Bay 2 (front)
P_S2_B2_500_42	Building 2 Typical Bay (rear)
P_S2_B3_500_09	Building 3 Basement Floor Plan
P_S2_B3_500_10	Building 3 Ground Floor Plan
P_S2_B3_500_11	Building 3 First Floor Plan
P_S2_B3_500_12	Building 3 Second Floor Plan
P_S2_B3_500_13	Building 3 Third Floor Plan
P_S2_B3_500_14	Building 3 Fourth Floor Plan
P_S2_B3_500_15	Building 3 Fifth Floor Plan

P_S2_B3_500_21	Building 3 Library Elevations
P_S2_B3_500_22	Building 3 Library Elevations
P_S2_B3_500_23	Building 3 Library Elevations
P_S2_B3_500_24	Building 3 Library Elevations
P_S2_500_70	Existing Site Masterplan
P_S2_500_71	Existing Long Elevations
P_S2_500_72	Existing Fenella & Ravensfield Elevations
P_S2_500_73	Existing Usher Hall Elevations
P_S2_500_74	Existing Egerton Gardens Elevations
P_S2_500_75	Existing Egerton Gardens Elevations
P_S2_500_76	Existing Babington Road Elevations
P_S2_500_80	Extent of Demolitions Plan

- Full Set of Planning Submission Drawings (RevP1)
- External Works Proposals Drawings (Landscape Strategy)
- Design and Access Statement
- A Heritage, Townscape and Visual Impact Assessment
- Drainage Strategy (SuDs) and Foul Water Assessment
- Breeam Pre-assessment (Middlesex Estates Marketing Suite & CAB)
- Breeam Pre-assessment (ACI Building)
- Breeam Pre-assessment (Library and Community Police Hub)
- Breeam Pre-assessment (All Community Facilities)
- Breeam Pre-assessment (Retail Shell Assessment)
- Breeam Pre-assessment (Student Residential Block)
- GLA Carbon Emissions Reporting Spreadsheet for RFC site
- External Lighting Statement
- Utility Infrastructure Report
- Student Accommodation Adaptive Thermal Comfort Report
- Energy Statement
- Ventilation Planning Statement
- Residential Dwellings Adaptive Thermal Comfort Report
- Arboricultural Impact Assessment Report
- Air Quality Assessment
- Daylight and Sunlight Report
- Daylight and Sunlight Report (within the Development)
- Flood Risk Summary Rev.2
- Geo-Environmental Desk Study Rev.2
- Phase 2 Ground Investigation and Assessment
- Circular Economy Statement
- Fire Strategy Report
- Fire Statement
- Consultation Report
- Desk Based Archaeology Assessment
- Noise Impact Assessment
- Health Impact Assessment
- Ecological Appraisal Report
- Transport Assessment
- Environmental Statement

Reason: For the avoidance of doubt and in the interests of proper planning and so as to ensure that the development is carried out fully in accordance with the plans as assessed in accordance with Policies CS NPPF and CS1 of the Local Plan Core Strategy DPD (adopted

September 2012) and Policy DM01 of the Local Plan Development Management Policies DPD (adopted September 2012).

3. a) No development shall take place until details of the levels of the building(s), road(s) and footpath(s) in relation to the adjoining land and highway(s) and any other changes proposed in the levels of the site have been submitted to and approved in writing by the Local Planning Authority.

b) The development shall thereafter be implemented in accordance with the details as approved under this condition and retained as such thereafter.

Reason: To ensure that the development is carried out at suitable levels in relation to the highway and adjoining land having regard to drainage, gradient of access, the safety and amenities of users of the site, the amenities of the area and the health of any trees or vegetation in accordance with policies CS NPPF, CS1, CS5 and CS7 of the Local Plan Core Strategy (adopted September 2012), Policies DM01, DM04 and DM17 of the Development Management Policies DPD (adopted September 2012), and Policies D4, D5, D8 and G7 of the London Plan 2021.

4. a) A scheme of hard and soft landscaping, including details of existing trees to be retained and size, species, planting heights, densities and positions of any soft landscaping, shall be submitted to and agreed in writing by the Local Planning Authority prior to the occupation of the hereby approved development.

b) All work comprised in the approved scheme of landscaping shall be carried out before the end of the first planting and seeding season following occupation of any part of the buildings or completion of the development, whichever is sooner, or commencement of the use.

c) Any existing tree shown to be retained or trees or shrubs to be planted as part of the approved landscaping scheme which are removed, die, become severely damaged or diseased within five years of the completion of development shall be replaced with trees or shrubs of appropriate size and species in the next planting season.

Reason: To ensure a satisfactory appearance to the development in accordance with Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and The London Plan 2021.

5. a) No development shall take place until details of the location, extent and depth of all excavations for services (including but not limited to electricity, gas, water, drainage and telecommunications) in relation to trees on and adjacent to the site have been submitted to and approved in writing by the Local Planning Authority.

b) The development shall thereafter be implemented in accordance with details approved under this condition.

Reason: To safeguard the health of existing tree(s) which represent an important amenity feature in accordance with CS5 and CS7 of the Local Plan Core Strategy (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012) and The London Plan 2021.

6. a) No site works or development (including any temporary enabling works, site clearance and demolition) shall take place until a dimensioned tree protection plan in accordance with Section 5.5 and a method statement detailing precautions to minimise damage to trees in accordance with Section 6.1 of British Standard BS5837: 2012 (Trees in relation to design, demolition and construction - Recommendations) have been submitted to and approved in writing by the Local Planning Authority.

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

Reason: To safeguard the health of existing trees which represent an important amenity feature in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012), Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012) and The London Plan 2021.

7. a) Prior to the occupation of the hereby approved development, details of a Landscape and Ecological Management Plan for all landscaped areas for a minimum period of 25 years have been submitted to and approved in writing by the Local Planning Authority.

b) The Landscape and Ecological Management Plan shall include details of long term design objectives, management responsibilities, maintenance schedules and replacement planting provisions for existing retained trees and any new soft landscaping to be planted as part of the approved landscaping scheme.

c) The approved Landscape Management Plan shall be implemented in full in accordance with details approved under this condition.

Reason: To ensure a satisfactory appearance to the development in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012), Policies CS5 and CS7 of the Local Plan Core Strategy (adopted September 2012) and The London Plan 2021.

8. Before the development hereby permitted commences, the applicant shall submit for approval details of measures to improve biodiversity on the site as set out within Preliminary Ecological Appraisal Report August 2021 clause 5.5 Biodiversity Enhancements.

This shall be in accordance with guidance set out within BS42040:2013: Biodiversity – Code of practice for planning and development, and guidance documents provided by the Chartered Institute of Ecology and Environmental Management (CIEEM) and the Royal Town Planning Institute (RTPI) for approval. The development shall be implemented in full accordance with these details.

Reason: Pursuant to section 197 of the Town and Country Planning Act 1990 in accordance with local planning policy DM01. Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012) and Policy G6 and G7 of the London Plan 2021.

9. a) No development or site works shall take place on site until a 'Demolition and Construction Management and Logistics Plan' has been submitted to and approved in writing by the Local Planning Authority. The Demolition and Construction Management and Logistics Plan submitted shall include, but not be limited to, the following:

- 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. Dust Management Plan – to ensure 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.

For major sites, the Statement shall be informed by the findings of the assessment of the air quality impacts of construction and demolition phases of the development.

b) The development shall thereafter be implemented in accordance with the measures detailed within the statement.

Reason: In the interests of highway safety, noise and good air quality in accordance with Policies DM04 and DM17 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and Policies SI 1, SI 7, D14 and T7 of the London Plan 2021.

10. All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" dated July 2014 (SPG), or subsequent guidance.

Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority.

The developer shall keep an up to date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at <https://nrmm.london/>

Reason: In the interest of good air quality in accordance with London Plan 2021.

11. Part 1 - Before development commences 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).

12. The level of noise emitted from all of the external and louvred building plant and substation 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.

13. a) No development other than demolition works shall commence on site in connection with the development hereby approved until a report has been carried out by a competent acoustic consultant that assesses the likely noise impacts from the development of all of the external and louvred building plant and substation plant and mitigation measures for the development to reduce these noise impacts to acceptable levels, and has been submitted to and approved in writing by the Local Planning Authority.

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

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

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of neighbouring properties in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2016) and Policies D13 and D14 of the London Plan 2021.

14. a) No development other than demolition works shall commence on site in connection with the development hereby approved until an overheating report is carried out which assesses the overheating in the proposed development in line with current best practice and provides mitigation measures which shall be submitted to and approved in writing by the Local Planning Authority.

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

Reason: To prevent the future occupiers of the building from overheating in line with the London Plan.

15. a) Notwithstanding the details submitted with the application and otherwise hereby approved, prior to first occupation, details of:

- (i) A Refuse and Recycling Collection Strategy, which includes details of the collection arrangements and whether or not refuse and recycling collections would be carried out by the Council or an alternative service provider;
- (ii) Details of the enclosures, screened facilities and internal areas of the proposed building to be used for the storage of recycling containers, wheeled refuse bins and any other refuse storage containers where applicable; and

(iii) Plans showing satisfactory points of collection for refuse and recycling, have been submitted to and approved in writing by the Local Planning Authority.

b) The development shall be implemented and the refuse and recycling facilities provided in full accordance with the information approved under this condition before the development is first occupied and the development shall be managed in accordance with the information approved under this condition in perpetuity once occupation of the site has commenced.

Reason: To ensure a satisfactory appearance for the development and satisfactory accessibility; and to protect the amenities of the area in accordance with Policy CS14 of the Local Plan Core Strategy (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012) and the Sustainable Design and Construction SPD (adopted October 2016); and Policies D6 and SI7 of the London Plan 2021.

16. Before the development hereby permitted is occupied a full Delivery and Servicing Plan (DSP) shall be submitted to and agreed by the Local Planning Authority.

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

17.

Prior to the occupation, a Car Parking Management Plan detailing the following shall be submitted to and approved in writing by the Local Planning Authority:

- i. Location and layout of car parking spaces;
- ii. On site parking controls;
- iii. The enforcement of unauthorised parking; and
- iv. Disabled parking spaces in accordance with London Plan (2021) guidance

Reason: To ensure that parking is provided and managed in line with the council's standards in the interests of highway and pedestrian safety in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012, Policy DM17 of Development Management Policies (Adopted) September 2012 and London Plan Policy T6

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

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

19. a) Before the development hereby permitted is first occupied cycle parking spaces and cycle storage facilities shall be provided in accordance with London Plan Standards (for all Use Classes) and a scheme to be submitted to and approved in writing by the Local Planning Authority.

b) The development shall thereafter be implemented in accordance with the details as approved under this condition and the spaces shall be permanently retained thereafter.

Reason: To ensure that cycle parking facilities are provided in accordance with the minimum standards set out in Policy T5 and Table 10.2 of The London Plan (2021) and in the interests of promoting cycling as a mode of transport in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

20. a) Prior to the first occupation or commencement of the use of the development hereby permitted, full details of the Electric Vehicle Charging facilities to be installed in the development shall be submitted to the Local Planning Authority and approved in writing.

b) The development shall be implemented in full accordance with the details approved by this condition prior to the first occupation of the development or the commencement of the use and thereafter be maintained as such in perpetuity.

Reason: To ensure that the development makes adequate provision for electric vehicle charging points to encourage the use of electric vehicles in accordance with policy T6 of the London Plan 2021.

21. Prior to commencement of the development dimensions of parking arrangements and swept path analysis shall be submitted to and approved in writing by the Local Planning Authority.

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

22. Prior to commencement of the development, details of any highways to be stopped under Section 247 of the Town and Country Planning Act shall be submitted to and approved in writing by the Local Planning Authority.

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

23. No construction work resulting from the planning permission shall be carried out on the premises at any time on Sundays, Bank or Public Holidays, before 8.00 am or after 1.00 pm on Saturdays, or before 8.00 am or after 6.00pm on other days unless previously approved in writing by the Local Planning Authority.

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

24. a) No development other than demolition work shall take place unless and until a Drainage Strategy detailing all drainage works to be carried out in respect of the development hereby approved and all Sustainable Urban Drainage System features to be included in the scheme has been submitted to and approved in writing by the Local Planning Authority.

b) The development hereby approved shall not be first occupied or brought into use until the drainage works and Sustainable Urban Drainage System features approved under this condition have been implemented in their entirety.

Reason: To ensure that the development provides appropriate drainage infrastructure and to comply with Policy CS13 of the Local Plan Core Strategy (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and Policies SI 12 and SI 13 of the London Plan 2021.

25. No development shall be occupied until confirmation has been provided that either:- all water network upgrades required to accommodate the additional flows to serve the development have been completed; or - a development and infrastructure phasing plan has been agreed with Thames Water to allow development to be occupied. Where a development and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan.

Reason: The development may lead to no / low water pressure and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development.

26. Prior to the occupation of the site an External Lighting Strategy and Assessment together with full details, specifications and plans of any proposed external lighting to be installed as part of the development shall be submitted and approved in writing to the Local Planning Authority. The development shall be implemented in full accordance with the approved details prior to the first occupation of the relevant part of the development and thereafter be maintained as such.

Reason: To ensure that appropriate lighting is provided as part of the development in accordance with Policies CS NPPF and CS1 of the Local Plan Core Strategy (adopted September 2012), Policy DM01 and DM04 of the Barnet Development Management Policies (adopted) September 2012.

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

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

28. No demolition or development shall take place until a stage 1 written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.

If heritage assets of archaeological interest are identified by stage 1 then for those parts of the site which have archaeological interest a stage 2 WSI shall be submitted to and approved by the local planning authority in writing. For land that is included within the stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed stage 2 WSI which shall include:

- A. The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works.
- B. Where appropriate, details of a programme for delivering related positive public benefits.
- C. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

Reason: This pre-commencement condition is necessary to safeguard the archaeological interest on this site. Approval of the WSI before works begin on site provides clarity on what investigations are required, and their timing in relation to the development programme.

29. a) Notwithstanding the details shown and submitted in the drawings otherwise hereby approved, the development is not to commence (other than for Demolition, Groundwork's and Site Preparation Works) until details of the materials to be used for the external surfaces of the building(s) and hard surfaced areas, permitted by this permission shall have been submitted to and approved in writing by the Local Planning Authority.

b) The development shall thereafter be implemented in accordance with the materials as approved under this condition.

Reason: To safeguard the character and visual amenities of the site and Conservation Area and to ensure that the building is constructed in accordance with Policies CS NPPF and CS1 of the Local Plan Core Strategy (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012) and Policy D4 of the London Plan 2021.

30. Notwithstanding the details shown in the drawings submitted and otherwise hereby approved the development is not to commence (other than for Demolition, Groundwork's and Site Preparation Works) until details (necessary details specified in brackets) of the following features and elements of the works have been submitted to the Local Planning Authority and approved in writing:

- Brick bonding (annotated plans at a scale of not less than 1:50).
- External windows and doors (annotated plans at a scale of not less than 1:50).
- Balconies including the balustrading to balconies and at roof level (annotated plans at a scale of not less than 1:50).

- External gates and external doors and their canopies (annotated plans at a scale of not less than 1:50).
- Brick detailing including arches, recessed panels, blind windows, brick aprons and window heads (annotated plans at a scale of not less than 1:50).
- Rainwater goods (annotated plans at a scale of not less than 1:50).
- MVHR (Mechanical Ventilation with Heat Recovery) and other external air extraction, intake and ventilation points (annotated plans at a scale of not less than 1:50).
- Gates and bollards at the site vehicular access points (annotated plans at a scale of not less than 1:50).

The development shall be implemented in full accordance with the approved details prior to the first occupation of the dwellings hereby approved.

Reason: To safeguard the character and visual amenities of the site and wider area and to ensure that the development is constructed in accordance with policies CS5 and DM01 of the Barnet Local Plan and The London Plan 2021.

31. Notwithstanding the details shown on the plans submitted and otherwise hereby approved, the relevant phase of the development shall not be occupied until details are submitted to the Local Planning Authority and approved in writing which specify the details of all boundary treatments to be installed as part of the development. These details shall include materials, type and siting of all boundary treatments. The development shall be implemented in full accordance with the approved details and specifications and shall be permanently retained as such thereafter.

Reason: To safeguard the privacy and amenities of the future occupiers and in the interests of the appearance of the development, in accordance with policies DM01 and DM02 of the Barnet Local Plan.

32. a) All non-residential buildings/units, are required to meet the BREEAM 'Very Good' rating.

b) Before the development is first occupied the developer shall submit certification of the selected generic environmental standard.

Reason: To ensure that the development is sustainable and complies with Strategic and Local Policies in accordance with Policy DM02 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and Policies 5.2 and 5.3 of the London Plan 2021.

33. Prior to commencement of the development hereby permitted (other than for Demolition, Groundwork's and Site Preparation Works), a scheme for the provision of communal/centralised satellite and television reception equipment to be installed on all blocks hereby permitted shall be submitted to, and approved in writing by, the Local Planning Authority. The development shall be implemented in accordance with the details approved and the equipment shall thereafter be retained and made available for use by all occupiers of the development.

Reason: To ensure that the development makes appropriate provision for such equipment, so as to not impact adversely on the character of the area, in accordance with policies CS5 and DM01 Barnet Local Plan.

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

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

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

Reason: In the interests of good design and also to ensure that the Local Planning Authority is satisfied that any roof-level structures do not have a harmful impact on the character and appearance of the area, in accordance with Policies CS05 and DM05 of the Barnet Local Plan (2012) and The London Plan 2021.

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

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

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

36. No development shall be occupied until confirmation has been provided that either:- all water network upgrades required to accommodate the additional flows to serve the development have been completed; or - a development and infrastructure phasing plan has been agreed with Thames Water to allow development to be occupied. Where a development and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan.

Reason: The development may lead to no / low water pressure and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development.

37. a) No development shall take place until details of mitigation measures to show how the development will be constructed/adapted so as to provide sufficient air borne and structure

borne sound insulation against internally/externally generated noise and vibration has been submitted to and approved in writing by the Local Planning Authority.

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

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

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

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of the residential properties in accordance with Policies DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and 7.15 of the London Plan 2021.

INFORMATIVES

1. In accordance with paragraphs 38-57 of the NPPF, the Local Planning Authority (LPA) takes a positive and proactive approach to development proposals, focused on solutions. The LPA has produced planning policies and written guidance to assist applicants when submitting applications. These are all available on the Council's website. A pre-application advice service is also offered and the Applicant engaged with this prior to the submissions of this application. The LPA has negotiated with the applicant/agent where necessary during the application process to ensure that the proposed development is in accordance with the Development Plan.

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

The Mayor of London adopted a CIL charge on 1st April 2012 and updated from 1st April 2019 setting a rate of £60 per sq m on all forms of development in Barnet except for education and health developments which are exempt from this charge.

The London Borough of Barnet adopted a CIL charge on 1st May 2013 setting a rate of £135 per sq m on residential and retail development in its area of authority. All other uses and ancillary car parking are exempt from this charge.

Please note that Indexation will be added in line with Regulation 40 of Community Infrastructure Levy.

Liability for CIL will be recorded to the register of Local Land Charges as a legal charge upon your site payable should you commence development. Receipts of the Mayoral CIL charge are collected by the London Borough of Barnet on behalf of the Mayor of London; receipts

are passed across to Transport for London to support Crossrail, London's highest infrastructure priority.

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

The CIL becomes payable upon commencement of development. You are required to submit a 'Notice of Commencement' to the Council's CIL Team prior to commencing on site, and failure to provide such information at the due date will incur both surcharges and penalty interest. There are various other charges and surcharges that may apply if you fail to meet other statutory requirements relating to CIL, such requirements will all be set out in the Liability Notice you will receive. You may wish to seek professional planning advice to ensure that you comply fully with the requirements of CIL Regulations.

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

Relief or Exemption from CIL:

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

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

1. Charity: If you are a charity, intend to use the development for social housing or feel that there are exception circumstances affecting your development, you may be eligible for a reduction (partial or entire) in this CIL Liability. Please see the documentation published by the Department for Communities and Local Government at https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6314/19021101.pdf

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

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

Please visit:

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

3. A Planning Obligation under Section 106 of the Town & Country Planning Act 1990 (as amended) relates to this permission.

4. The applicant is advised that any development or conversion which necessitates the removal, changing, or creation of an address or addresses must be officially registered by the Council through the formal 'Street Naming and Numbering' process.

The London Borough of Barnet is the Street Naming and Numbering Authority and is the only organisation that can create or change addresses within its boundaries. Applications are the responsibility of the developer or householder who wish to have an address created or amended.

Occupiers of properties which have not been formally registered can face a multitude of issues such as problems with deliveries, rejection of banking / insurance applications, problems accessing key council services and most importantly delays in an emergency situation.

Further details and the application form can be downloaded from: <http://www.barnet.gov.uk/naming-and-numbering-applic-form.pdf> or requested from the Street Naming and Numbering Team via street.naming@barnet.gov.uk or by telephoning 0208 359 4500.

5. Applicants and agents are encouraged to sign up to the Considerate Contractors Scheme (www.ccscheme.org.uk) whereby general standards of work are raised and the condition and safety of the Borough's streets and pavements are improved.

6. The submitted Construction Method Statement shall include as a minimum details of:

- o Site hoarding
- o Wheel washing
- o Dust suppression methods and kit to be used
- o Site plan identifying location of site entrance, exit, wheel washing, hoarding, dust suppression, location of water supplies and location of nearest neighbouring receptors. Explain reasoning if not applicable.
- o Confirmation whether a mobile crusher will be used on site and if so, a copy of the permit and indented dates of operation.
- o Confirmation of the following: log book on site for complaints, work in accordance with British Standards BS 5228-1:2009+A1:2014 and best practicable means are employed; clear contact details on hoarding. Standard construction site hours are 8am-6pm Monday - Friday, 8am-1pm Saturday and not at all on Sundays and Bank Holidays. Bonfires are not permitted on site.
- o For major developments only: provide a copy of an asbestos survey; For smaller developments -confirmation that an asbestos survey has been carried out.
- o For major developments only: confirmation that all Non Road Mobile Machinery (NRMM) comply with the Non Road Mobile Machinery (Emission of Gaseous and Particulate Pollutants) Regulations 1999.

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

7. In complying with the contaminated land condition parts 1 and 2, reference should be made at all stages to appropriate current guidance and codes of practice. This would include:

- 1) The Environment Agency CLR & SR Guidance documents (including CLR11 'Model Procedures for the Management of Land Contamination');

- 2) National Planning Policy Framework (2012) / National Planning Practice Guidance (2014);
- 3) BS10175:2011 - Investigation of potentially contaminated sites - Code of Practice;
- 4) Guidance for the safe development of housing on land affected by contamination, (2008) by NHBC, the EA and CIEH;
- 5) CIRIA report C665 - Assessing risks posed by hazardous ground gases to buildings;
- 6) CIRIA report C733 - Asbestos in soil and made ground: a guide to understanding and managing risks.

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

8. The applicant is advised that written schemes of investigation will need to be prepared and implemented by a suitably qualified archaeological practice in accordance with Historic England Greater London Archaeology guidelines. They must be approved by the Local Planning Authority before any on-site development related activity occurs.

9. Demolition should be carried out by an approved contractor and residents notified at least seven days before commencement.

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

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

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

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

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

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

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

11. GLAAS Informative:

Written schemes of investigation will need to be prepared and implemented by a suitably qualified professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.

I envisage that the archaeological fieldwork would comprise the following:

Evaluation

An archaeological field evaluation involves exploratory fieldwork to determine if significant remains are present on a site and if so to define their character, extent, quality and preservation. Field evaluation may involve one or more techniques depending on the nature of the site and its archaeological potential. It will normally include excavation of trial trenches. A field evaluation report will usually be used to inform a planning decision (pre-determination evaluation) but can also be required by condition to refine a mitigation strategy after permission has been granted.

Evaluation trenches should be focussed on open areas between existing buildings, and in gardens of the terraced housing that previously existed on the site.

12. Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. There may be a legal interest (easements and other rights) in the land that restrict activity in proximity to Cadent assets in private land. The applicant must ensure that the proposed works do not infringe on legal rights of access and or restrictive covenants that exist.

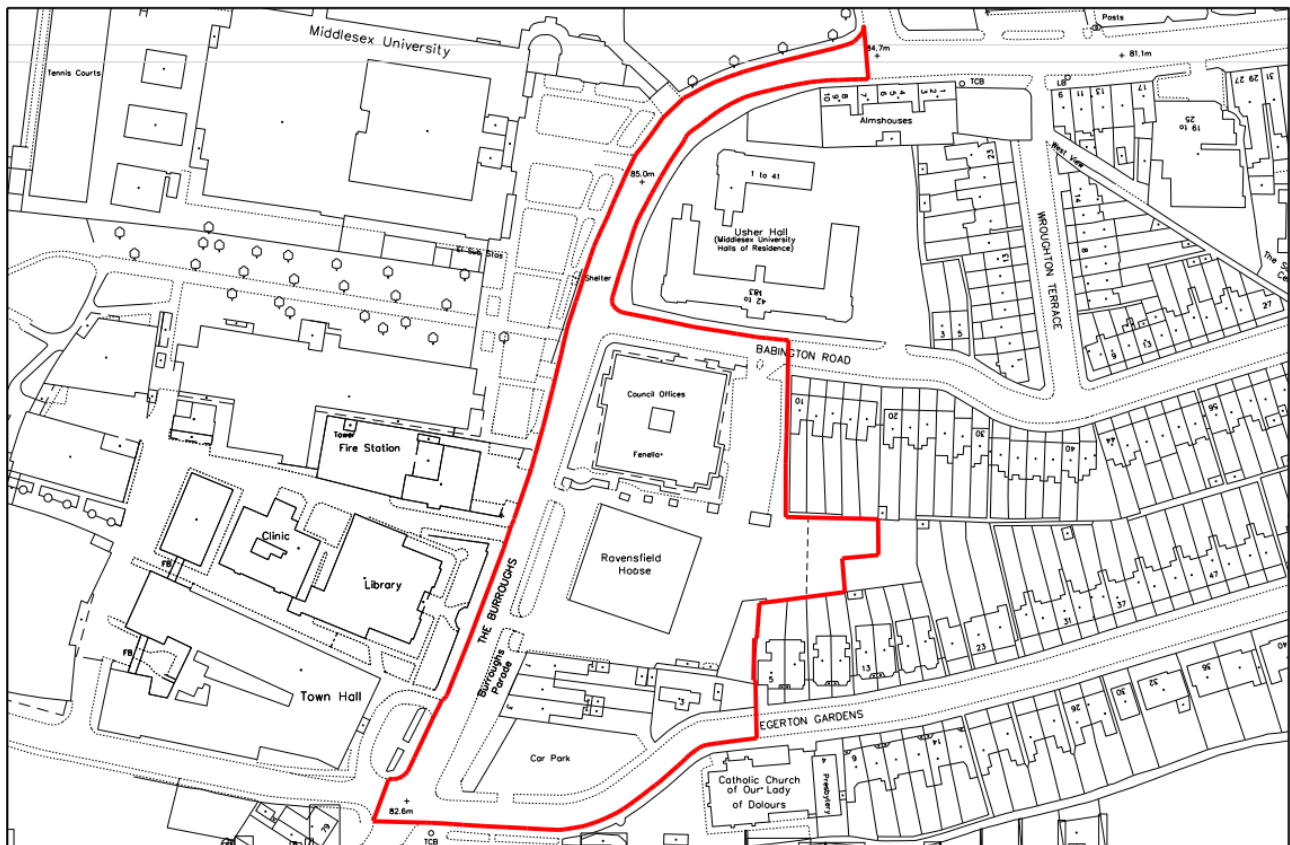
If buildings or structures are proposed directly above the apparatus the development may only take place following diversion of the apparatus. The applicant should apply online to have apparatus diverted in advance of any works, by visiting cadentgas.com/diversions.

Prior to carrying out works, including the construction of access points, please register on www.linesearchbeforeudig.co.uk to submit details of the planned works for review, ensuring requirements are adhered to.

13. Tree and shrub species selected for landscaping planting should provide long term resilience to pest, diseases and climate change. The diverse range of species and variety will help prevent rapid spread of any disease. In addition to this, all trees, shrubs and herbaceous plants must adhere to basic bio-security measures to prevent accidental release of pest and diseases and must follow the guidelines below.

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

SITE LOCATION PLAN – Reference: 21/4709/FUL



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LOCATION: Meritage Centre, Nos.32-46 and Nos.28-30 Church End; Nos. 2-6 Church Terrace; Nos.13-21 Prince Of Wales Close (also known as 13-21 Church End), London, NW4 4JT

AGENDA ITEM 7

REFERENCE: 21/4722/FUL

Received: 31 August 2021

WARD: Hendon

Accepted: 16 September 2021

Expiry: 16 December 2021

CASE OFFICER: Hardeep Ryatt

APPLICANT: London Borough of Barnet

PROPOSAL: Demolition of Meritage Centre, nos.32-46 Church End, nos.28-30 Church End, nos.2-6 Church Terrace, nos.13-21 Prince of Wales Close (also known as 13- 21 Church End); Erection of 4 blocks ranging from two, three and four storeys comprising 181 x purpose built student accommodation units, 33 x purpose-built shared living accommodation units and 1 x Use Class C2 Unit (125 sqm), Health and Wellbeing Centre under Use Class E (470 sqm); and 6 x car parking spaces including 7 x blue badge parking spaces, plus landscaping. The application is accompanied by an Environmental Statement (and an Environmental Statement Addendum).

RECOMMENDATION 1:

That the applicant and any other person having a requisite interest in the site be invited to enter into an agreement or unilateral undertaking under Section 106 of the Town and Country Planning Act 1990 and any other legislation which is considered necessary for the purposes of securing the following planning obligations, subject to any changes as considered necessary by the Service Director or Head of Development Management:

1. Legal Professional Costs Recovery
Paying the council's legal and professional costs of preparing the Agreement and any other enabling agreements;
2. Enforceability
All obligations listed below 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. Affordable Housing
 - i) 50% of Student Accommodation to be provided as affordable, as set out in para 4.15.8 of The London Plan.
 - ii) 100% of Supported Accommodation (C2) in Block 4 to be provided as affordable.
5. Employment and Enterprise
The applicant would be required to enter into a Local Employment Agreement with the Council in order to provide an appropriate number of employment outcomes for local residents. Alternatively, the applicant may wish to make a financial contribution in lieu of the employment outcomes. Such a contribution would be commensurate

with the number of outcomes secured and in line with the Barnet Delivering Skills, Employment, Enterprise and Training SPD guidance.

6. Community Access Agreement
7. Student Management Plan
8. Supported (C2 Use) Accommodation Management Plan
9. Carbon Offset Contribution
Payment of £101,175 index-linked as a contribution to ensure that the development achieves net zero carbon dioxide emissions, in accordance with the London Plan 2021 and based on £95 per Tonne per annum over 30 years.
10. Highways Improvement / Works Contributions
 - i) All measures identified within the Active Travel Zone (ATZ) assessment, including accident mitigation.
 - ii) Local Cycle Lanes identified by LBB Highways.
 - iii) Improvements to pedestrian pinch-points along the Burroughs.
11. Section 278 Highway Works
All necessary works to the public highway under section 278 of the Highways Act to facilitate the implementation of the development in agreement with the Local Highways Authority.
12. Residential Travel Plan Monitoring
Financial contribution towards a travel plan monitoring, final sum to be agreed.
13. Residential Travel Plan Incentives Fund
 - i) Travel Plan with robust targets demonstrating commitment to London plan mode share targets.
14. Control Parking Zone (CPZ)
Financial contribution towards Local CPZ monitoring, consultation and implementation, final sum to be agreed.
15. CPZ Restriction and Traffic Management Order
 - i) Financial contribution (per phase if applicable) towards the amendment of Traffic Management Order (TMO) to ensure that all new occupants, both student and residential occupants, are prevented from purchasing parking permits in local CPZs.
 - ii) Middlesex University Student Accommodation contracts shall prevent students parking within the University campus.
16. Greenspaces
 - i) CAVAT payment contribution required to compensate the loss of trees located within the application site, final sum to be agreed.
17. Student Accommodation – Nomination Agreement
Student accommodation should be operated directly by Middlesex University and if not then a Nomination Agreement will need to be secured for the majority of the bedrooms in perpetuity in line with policy LPP H15.
18. Public Realm Improvements

Mitigation measures to secure streetscape improvements within the conservation area as a whole, including inappropriate boundary treatments, street furniture and hardstanding/paving.

19. Monitoring Fee

A contribution of £5,000 towards the monitoring of the S106 agreement.

RECOMMENDATION 2:

That subject to Recommendation 1 and upon completion of the agreement specified, the Service Director of Planning and Building Control or Head of Development Management to approve the planning application reference 21/4722/FUL under delegated powers, subject to the conditions as set out within this report.

That the Committee also grants delegated authority to the Service Director of Planning and Building Control or the Head of Development Management 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).

CONDITION(S) and INFORMATIVES

Please refer to Appendix HR1 at the end of this report for the full list of proposed Conditions and Informatives.

1. MATERIAL CONSIDERATIONS

1.1 Key Relevant Planning Policy

Introduction

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

The development proposals have been carefully considered against the relevant policy criteria and, for the reasons set out in this report, it is concluded that the development would fulfil them to a satisfactory level, subject to the conditions and planning obligations recommended. The proposed development is therefore considered to comply with the requirements of the development plan.

National Planning Policy Framework (2021)

This document replaces the previous version of the National Planning Policy Framework (NPPF) published in February 2019. The NPPF sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced.

The NPPF states at Para 126, "The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities."

In addition the NPPF retains a "presumption in favour of sustainable development", unless any adverse impacts of a development would "significantly and demonstrably" outweigh the benefits.

The London Plan 2021

The new London Plan which sets out the Mayor's overarching strategic planning framework for the next 20 to 25 years was adopted on the 2nd March 2021 and now supersedes the previous Plan (2016).

The new London Plan policies (arranged by chapter) most relevant though not exclusive to the determination of this application are:

Chapter 1

GG1 Building strong and inclusive communities

GG2 Making the best use of land

GG3 Creating a healthy city

GG4 Delivering the homes Londoners need

GG5 Growing a good economy

GG6 Increasing efficiency and resilience

Chapter 2

Policy SD6 Town centres and high streets

Chapter 3

Policy D1 London's form, character and capacity for growth

Policy D2 Infrastructure requirements for sustainable densities

Policy D3 Optimising site capacity through the design-led approach

Policy D4 Delivering good design

Policy D5 Inclusive design
Policy D6 Housing quality and standards
Policy D7 Accessible housing
Policy D8 Public realm
Policy D11 Safety, Security and resilience to emergency
Policy D12 Fire safety
Policy D14 Noise

Chapter 4

Policy H1 Increasing housing supply
Policy H4 Delivering affordable housing
Policy H5 Threshold approach to applications
Policy H6 Affordable housing tenure
Policy H7 Monitoring of affordable housing
Policy H8 Loss of existing housing and estate redevelopment
Policy H10 Housing size mix
Policy H15 Purpose-built student accommodation

Chapter 5

Policy S1 Developing London's social infrastructure
Policy S2 Health and social care facilities
Policy S4 Play and informal recreation

Chapter 6

Policy E2 Providing suitable business space
Policy E11 Skills and opportunities for all

Chapter 7

Policy HC1 Heritage conservation and growth

Chapter 8

Policy G1 Green infrastructure
Policy G5 Urban greening
Policy G6 Biodiversity and access to nature
Policy G7 Trees and woodlands

Chapter 9

Policy SI 1 Improving air quality
Policy SI 2 Minimising greenhouse gas emissions
Policy SI 3 Energy infrastructure
Policy SI 4 Managing heat risk
Policy SI 5 Water infrastructure
Policy SI 7 Reducing waste and supporting the circular economy
Policy SI 8 Waste capacity and net waste self-sufficiency
Policy SI 12 Flood risk management
Policy SI 13 Sustainable drainage

Chapter 10

Policy T1 Strategic approach to transport
Policy T2 Healthy Streets
Policy T3 Transport capacity, connectivity and safeguarding
Policy T4 Assessing and mitigating transport impacts
Policy T5 Cycling

Policy T6 Car parking
Policy T6.1 Residential parking
Policy T6.2 Office Parking
Policy T6.5 Non-residential disabled persons parking
Policy T9 Funding transport infrastructure through planning
Chapter 11
Policy DF1 Delivery of the Plan and Planning Obligations

Barnet Local Plan

The development plan documents in the Barnet Local Plan constitute the development plan in terms of local planning policy for the purposes of the Planning and Compulsory Purchase Act (2004). The relevant documents comprise the Core Strategy and Development Management Policies documents, which were both adopted in September 2012. The Development Management Policies document provides the borough wide planning policies that implement the Core Strategy. These policies will be used for day-to-day decision making.

Although other policies are of relevance, the Local Plan development plan policies of most relevance to the determination of this application are:

Core Strategy (Adopted 2012):

CS NPPF (National Planning Policy Framework - Presumption in favour of sustainable development)
CS1 (Barnet's Place Shaping Strategy - Protection, enhancement and consolidated growth - The three strands approach)
CS4 (Providing quality homes and housing choice in Barnet)
CS5 (Protecting and enhancing Barnet's character to create high quality places)
CS7 (Enhancing and protecting Barnet's open spaces)
CS8 (Promoting a strong and prosperous Barnet)
CS9 (Providing safe, effective and efficient travel)
CS10 (Enabling inclusive and integrated community facilities and uses)
CS11 (Improving health and well-being in Barnet)
CS12 (Making Barnet a safer place)
CS13 (Ensuring efficient use of natural resources)
CS14 (Dealing with our waste)
CS15 (Delivering the Core Strategy)

Development Management Policies (Adopted 2012):

DM01 (Protecting Barnet's character and amenity)
DM02 (Development standards)
DM03 (Accessibility and inclusive design)
DM04 (Environmental considerations for development)
DM06 (Barnet's heritage and conservation)
DM07 (Protecting housing in Barnet)
DM08 (Ensuring a variety of sizes of new homes to meet housing need)
DM09 (Specialist housing – including student accommodation)
DM10 (Affordable housing contributions)
DM13 (Community and education uses)
DM14 (New and existing employment space)

DM16 (Biodiversity)
DM17 (Travel impact and parking standards)

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

Local Supplementary Planning Documents:

Planning Obligations (April 2013)
Residential Design Guidance (April 2013)
Sustainable Design and Construction (April 2013)
Delivery Skills, Employment, Enterprise and Training from Development through S106 (October 2014)

The Burroughs and Middlesex University Supplementary Planning Document (SPD) has not yet been formally adopted. The Council has been advised by leading and junior counsel that although not adopted, the draft SPD nonetheless may be regarded as a material consideration. The Council has also been advised that the weight to be given to any material consideration is a matter of planning judgement. The draft SPD is yet to be formally adopted. The Chief Executive has also been delegated 'to make any necessary minor changes to the SPD in consultation with the Chairman of the Committee before its final publication'. That process has yet to be undertaken. The draft SPD is also supplementary to proposed policies in the emerging plan (Barnet's Draft Local Plan) some of which are subject to objection and all of which have yet to be subject to independent examination by an inspector at an examination in public. In addition, the draft SPD is currently subject to an application for judicial review. The Council is robustly defending its position and hopes to be successful in those proceedings. However, if the judicial review application were to be successful and if the Council had relied on the draft SPD in the determination in favour of the grant of this application there would be a possible risk that it might be regarded as having contaminated the lawfulness of its decision to grant planning permission. That risk however small can be avoided if the draft SPD is not given any weight. Accordingly, having regard to all of these factors, officers have exercised their planning judgement and have not given the draft SPD any weight in the determination of this application.

As explained above, the SPD has been given no weight in the consideration of this application. As such, the outcome of those judicial review proceedings will not affect any of the conclusions set out in this report.

Mayoral Supplementary Planning Documents and Guidance:

Barnet Housing Strategy 2015-2025
Accessible London: Achieving an Inclusive Environment (April 2004)
Sustainable Design and Construction (May 2006)
Wheelchair Accessible Housing (September 2007)
Planning for Equality and Diversity in London (October 2007)
Shaping Neighbourhoods: Play and Informal Recreation (September 2012)
All London Green Grid (March 2012)
Housing (March 2016)
Affordable Housing and Viability (August 2017)

The Control of Dust and Emissions during Construction and Demolition (July 2014)
Mayor's Transport Strategy (2018)

Barnet's Local Plan (Reg 22) 2021

Barnet's Draft Local Plan on 26th November 2021 was submitted to the Planning Inspectorate for independent examination which will be carried out on behalf of the Secretary of State for the Department of Levelling Up, Housing and Communities. This is in accordance with Regulation 22 of the Town and Country Planning (Local Planning) (England) Regulations 2021 (as amended).

The Regulation 22 Local Plan sets out the Council's draft planning policy framework together with draft development proposals for 65 sites. 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 has been taken of the policies and site proposals in the draft Local Plan limited weight has been given to the draft Local Plan in the determination of this application (see further below).

The sites identified in the draft Local Plan Schedule of Proposals and which remain relevant to the Hendon Hub regeneration project and the current set of planning applications are tabled below. This application site is no.40:

Site No.	Site Address	Indicative Units
35	Egerton Gardens Car Park, The Burroughs	23 (69 student)
36	Fenella, The Burroughs	60 (180 student)
38	Ravensfield House, The Burroughs	84 (252 student)
40	Meritage Centre, Hendon	36 (108 student)
41	PDSA and Fuller St Car Park, Hendon	12 (36 student)

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.

Environmental Impact Assessment Regulations (2017)

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

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

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

The Regulations apply to two separate lists of development project. Schedule 1 development for which the carrying out of an Environmental Impact Assessment (EIA) is mandatory and Schedule 2 development which require the carrying out of an EIA if the particular project is considered likely to give rise to significant effects on the environment. The proposed development does not fall within Schedule 1 of the regulations.

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

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

Given the nature and scale of the development, it was common ground with the applicant that the application would need to be accompanied by an ES in line with the Regulations.

An EIA Scoping Report was submitted to the London Borough of Barnet (LBB) as the relevant local planning authority (LPA) by GL Hearn on behalf of the London Borough of Barnet (LBB) as the “Applicant”. The Report requested an EIA Scoping Opinion (under Section 13 of the Regulations) in respect of information required to be submitted in support of planning application(s) for the redevelopment of a number of sites within the Hendon area.

These would come forward as separate planning applications, however given the proximity and interconnection of these sites, for the purposes of EIA Regulations, they collectively are considered to constitute a single development known as the ‘Hendon Hub’. The Local Planning Authority subsequently issued a Scoping Opinion in May 2021 confirming that the proposed scope of the ES was acceptable.

The current application is thus accompanied by an ES, the scope of which has been agreed by the LPA, fully in accordance with the Regulations. It is a comprehensive Environmental Impact Assessment (EIA). Volumes I, II and III of the Environmental Statement (ES) detail the existing baseline environmental effects from the proposed development, during its demolition, construction and operation. The ES concludes that in relation to each environmental topic scoped in, there are no anticipated residual significant adverse effects, following adoption of the mitigation measures outlined in the ES.

2. PLANNING CONSIDERATIONS

2.1 Background & Site Context

The Hendon Hub Project consists of 7 separate sites which will see proposals for development, refurbishment and landscaping focused primarily in and around The Burroughs area in Hendon. The sites are principally focused around the civic centre of Hendon, running along the west and east sides of The Burroughs from Watford Way in the south to Church Road in the north.

The Burroughs (A504) is a major road that connects the A41 (Watford Way) through to Finchley in the north east. At the southern end of The Burroughs is the Burroughs Conservation Area. This broadly extends from Watford Way in the south to St Josephs Grove in the north in linear form.

To the north of St Josephs Grove is the civic core to Hendon, characterised by larger civic buildings which include Hendon Town Hall, Hendon Library on the western side of The Burroughs and Middlesex University Buildings to the east. There are also several listed buildings in this area, the Town Hall, Public Library, and Fire Station.

To the north of The Burroughs is Church Road. This area is the southern extent of the Hendon Church End Conservation Area. Hendon Church End is a linear development, with St Mary's Parish Church at its heart, and links Church Road to the south with Watford Way to the west.

The Hendon Hub Project led by Barnet Council as applicant, is a significant Regeneration Project that would integrate new academic, community, retail and civic spaces along The Burroughs and other nearby sites to enhance and lift this important area of Hendon.

The 7 planning applications which have been submitted and form the Hendon Hub project are:

21/4709/FUL – Ravensfield & Fenella

Three new buildings providing a mix of student accommodation, affordable housing, new teaching and student facilities, with community and retail uses at street level. There will also be two important new civic buildings; the relocated Hendon Library and the new Arts and Creative Industries (ACI) facility.

21/4722/FUL – Meritage Centre *(this application report)*

Redevelopment which will deliver new student accommodation, a healthcare-based community use and new shared accommodation for young adults.

21/4723/FUL & [21/4724/LBC] – Building 9/Hendon Library

New grade A teaching Facility for Middlesex University.

21/4612/FUL – Fuller Street

New building to house the re-located PDSA (Pet Hospital).

21/4613/FUL – Former Quinta Club

Change of use and refurbishment of the existing building for the relocation of Schools Libraries Resource Service (SLRS)

*21/5054/FUL – Linear Woodland**

Landscaping proposals including the installation of wayfinding signage, new lighting, improvements to the existing public footpath and creation of a new public footpath.

* - This application has been formally withdrawn as requested by the applicant.

21/5061/FUL – Land @ Prince of Wales Estate

Provision of car parking spaces as well as the creation of informal play areas and landscaping works within the estate.

Hendon Hub Masterplan:



2.2 Site Description

The land to which this proposal relates lies entirely within the London Borough of Barnet. This site comprises Meritage Centre, nos. 32-46 Church End, nos. 28-30 Church End, nos. 2-6 Church Terrace, nos. 13 – 21 Prince of Wales Close (also known as 13-21 Church End). The site is approximately 0.75ha in size.

The Meritage Centre sits in the north west part of the site and comprises a part single/part two storey block to the east connected to a two-storey block to the west with a single storey connecting corridor structure. It provides a number of community uses and had retail use at ground floor. The eastern two storey block has further community uses and residential units on the upper floors. Nos.28-30 Church End is a two storey block accommodating community groups including Mencap which also provides residential facilities for patients.

This part of the site is located within the Church End Conservation Area on the eastern edge. There are no Statutorily Listed Buildings within the site; however, there are surrounding the site. These include the Parish Church of St Mary (Grade II*) adjacent to the Meritage Centre and associated Tombs (Grade II); Church Farmhouse Museum (Grade II*) to the north east; and the Daniel Almshouses (Grade II) to the south of the site. The Chequers Pub, The Greyhound Pub and Church House are all Locally Listed.

Nos.2-4 Church Terrace is single storey and houses the PDSA which is a veterinary centre which adjoins No.6 which is a vacant single storey building previously used as a joinery. This block sits to the east just outside the conservation area. Adjacent is a public footpath that links Church Terrace with Sunningfields Road and separates the building with the neighbouring school building. 6 Church Terrace backs on to a set of garages whilst the neighbouring PDSA building benefits from its own rear car park.

To the south of this site is Nos. 13-21 Prince of Wales Close which is a three storey residential block at the corner of Church End/Church Road.

Sunny Hill Park is to the north and within walking distance of the site (c140m) as is Middlesex University campus and Brent Street town centre. In terms of open space, there is an area of open grassland to the south west of the site on the opposite side of Church End which is used by Middlesex University. The site is located within 0.1 miles from the Secondary Retail Frontage on Church Road (within the boundary of the Brent Street District Shopping Centre) and 0.4 miles from the Primary Retail Frontage on Brent Street.

The site is located within Flood Zone 1 and has a PTAL rating of 2 (poor) to the northern part and 3 (moderate) to the southern part of the site. The site is also within an Area of Special Archaeological Significance. The north boundary of the site adjoins a 'Site of Local Importance for Nature Conservation'.

The Meritage Centre (including nos 32 to 46 Church End):

Provides space to Citizens Advice Bureau (CAB) and the Chinese Mental Health Association (now called 'Meridian') as well as a vacant retail unit previously occupied by a newsagents (no.46 Church End). The western two storey block has the CAB on the ground floor and residential units (nos. 32 to 38 Church End) are located on the upper floors which the Council currently lease (private/open market tenure).

28 – 30 Church End:

Occupied by Mencap (Sherrick House - care home) and the African Cultural Association. No. 28 Church End is the end of a former terrace of three houses, dating from about the 1850s. The northernmost two of the terrace were demolished and replaced with No 30, built in the 1930s.

PDSA (Nos. 2-4 Church Terrace) and No.6 Church Terrace:

The People's Dispensary for Sick Animals (PDSA) unit is located at no.2-4 Church Terrace. The unit operates as a veterinary centre. The PDSA is a single story building and abuts no. 6 church terrace which is a former joinery workshop.

13 – 21 Prince of Wales Close:

No. 13 – 21 Prince of Wales Close (also known as 13-21 Church End) is a three storey residential block of flats consisting of 9 residential units. Two of the nine dwellings are leased on private/open market tenancies. The remaining seven dwellings are let on social rented tenancies from Barnet Homes.

2.3 Proposed Development

This application seeks planning permission for the demolition of:

- Meritage Centre
- nos.32-46 Church End
- nos.28-30 Church End
- nos.2-6 Church Terrace
- nos.13-21 Prince of Wales Close (also known as 13- 21 Church End)

And the erection of 4 blocks ranging from two, three and four storeys comprising:

- 181 x purpose built student accommodation units
- 33 x purpose-built shared living accommodation units
- Care Unit (125 sqm – Use Class C2)
- Health and Wellbeing Centre (470 sqm - Use Class E)
- 6 x car parking spaces and 7 x blue badge parking spaces plus landscaping.

Buildings 1 and 2 are located to the north closest to the Church of St Mary and within the Church End Conservation Area. These two buildings are modest in scale and height, set at 2 storeys to Church End and 3 storey to Church Terrace. The roof line has been articulated with pitched roofs. Building 1 would comprise of 37 student units and Building 2, 42 units.

Building 1 has been set back from considerably from Church End and from the boundary edge to the Church and its grounds. To the front (west) of the building would be a new landscaped public courtyard with important existing trees maintained. Within this new courtyard would be a single storey projection which would accommodate the Health and Well-being Centre across the ground floor.

Buildings 3 and 4 are located outside of the conservation area. Building 3 would be 4 storeys in height which is in line with the extant planning permission (at no. 6 Church Terrace). The building footprint would be set around a courtyard entrance with new enclosed parking spaces to the rear and would have a mansard roof. This building would have a total of 102 student units.

Building 4 would also be at 4 storeys high and comprise of 33 independent young adult accommodation units. The building would have a mansard roof at the upper level. The building remains perpendicular to Church Road with the additional footprint and mass added to the north as the new building extends slightly along Prince of

Wales Close. The verdant character and landscaping to the south of the site fronting Church Road is retained and enhanced further around the site.

The proposal would also involve additional improvements to the public realm providing enhanced links to Sunny Hill Park along with better natural surveillance.

Land Use

The detailed planning submission and documents (e.g. planning statement, floorspace schedule, appendix 2) confirm all existing residential and community uses within the existing Meritage Centre site, will be re-provided within the redevelopment of Ravensfield & Fenella site (21/4709/FUL) together with this application. Under the former application it is confirmed that there would be an overall net increase of community use floorspace and affordable housing provided by the Hendon Hub Regeneration project.

The current floorspaces and uses at this application site are set out in the table below:

MC Existing Uses: Address	Use	Tenure	Size of C3 Unit	SqM (GIA)	MC Headline Land Use Totals				
					Class C3 (SQM GIA) (Private)	Class C3 (SQM GIA) (Social Rented)	Class C2 (SQM GIA)	Class E (SQM GIA)	Class F.2 (SQM GIA)
38 Church End (flat above Citizens Advice)	C3	Private	One bedroom	49.26	49.26	N/A	N/A	N/A	N/A
36 Church End (flat above Citizens Advice)	C3	Private	One bedroom	49.26	49.26	N/A	N/A	N/A	N/A
34 Church End (flat above Citizens Advice)	C3	Private	One bedroom	49.26	49.26	N/A	N/A	N/A	N/A
32 Church End (flat above Citizens Advice)	C3	Private	One bedroom	49.26	49.26	N/A	N/A	N/A	N/A
46 Church End (Newsagent)	E	N/A	N/A	52.25	N/A	N/A	N/A	52.25	N/A
40-44 Church End (Citizens Advice)	E	N/A	N/A	434.53	N/A	N/A	N/A	434.53	N/A
Meridian	F.2	N/A	N/A	548.2	N/A	N/A	N/A	N/A	548.2
30 Church End - MENCAP Care Home	C2	N/A	N/A	187.08	N/A	N/A	187.08	N/A	N/A
28 Church End (African Cultural Association)	E	N/A	N/A	81.21	N/A	N/A	N/A	81.21	N/A
PDSA, 2-4 Church Terrace	E	N/A	N/A	226.98	N/A	N/A	N/A	226.98	N/A
6 Church Terrace (Former Walker Boon)	E	N/A	N/A	150.16	N/A	N/A	N/A	150.16	N/A
13 - 21 Church End (also known as nos. 13 - 21 Prince of Wales Close) Flat 13	C3	Social Rent	One bedroom	49.28	N/A	49.28	N/A	N/A	N/A
13 - 21 Church End (also known as nos. 13 - 21 Prince of Wales Close) Flat 14	C3	Private	One bedroom	49.28	49.28	N/A	N/A	N/A	N/A
13 - 21 Church End (also known as nos. 13 - 21 Prince of Wales Close) Flat 15	C3	Social Rent	One bedroom	49.28	N/A	49.28	N/A	N/A	N/A
13 - 21 Church End (also known as nos. 13 - 21 Prince of Wales Close) Flat 16	C3	Social Rent	One bedroom	49.28	N/A	49.28	N/A	N/A	N/A
13 - 21 Church End (also known as nos. 13 - 21 Prince of Wales Close) Flat 17	C3	Social Rent	One bedroom	49.28	N/A	49.28	N/A	N/A	N/A
13 - 21 Church End (also known as nos. 13 - 21 Prince of Wales Close) Flat 18	C3	Social Rent	One bedroom	49.28	N/A	49.28	N/A	N/A	N/A
13 - 21 Church End (also known as nos. 13 - 21 Prince of Wales Close) Flat 19	C3	Social Rent	One bedroom	49.28	N/A	49.28	N/A	N/A	N/A
13 - 21 Church End (also known as nos. 13 - 21 Prince of Wales Close) Flat 20	C3	Social Rent	One bedroom	49.28	N/A	49.28	N/A	N/A	N/A
13 - 21 Church End (also known as nos. 13 - 21 Prince of Wales Close) Flat 21	C3	Private	One bedroom	49.28	49.28	N/A	N/A	N/A	N/A
					295.6	344.96	187.08	945.13	548.2

A summary table of the combined new floorspace and uses at the Ravensfield & Fenella site has been provided below:

Table 3(a): Proposed [and MC re-located] Floorspace and Uses on RFC Site			
Description	SQM GIA	Use Class	Student Bedrooms
Citizens Advice Bureau	340	E	
Hendon Library Facility	675	F.1	
Additional Community Use (linked to Library)	155	F.2	
Arts and Cultural Industries / ACI (Middlesex University)	4450	F.1	
Purpose Built Student Accommodation	8547	Sui generis	384
Retail Space	415	E	
MSU Suite	100	F.1	
Community Hall Space	150	F.2	
Safer Neighbourhood Team	70	F.2	
Meridian	250	F.2	
African Cultural Association (ACA)	65	E	
Unallocated Basement Space	70	F.2	
Dwellingflats	2329	C3	

Citizens Advice Bureau currently has GIA of 273.55 sqm, this would increase to 340 sqm, a gain of 66.45 sqm within a new modern facility. The Meridian (Chinese Mental Health) currently has GIA of 548.2 sqm. They would be provided with 250 sqm, plus the use of the community hall and space within the new library, which gives a total of 552 sqm, a marginal gain within but still within new modern facilities. The African Cultural Association currently has GIA of 81 sqm and would be provided with 65 sqm of space however they would also have the ability to use the adjoining community hall (150 sqm).

The Care Home (Use Class C2) located at Sherrick House, no. 30 Church End will be re-provided on this application site within the new Building 4 at ground floor and with a net gain in the internal floorspace (195 sqm GIA).

The existing People's Dispensary for Sick Animals (PDSA) has a GIA of 227 sqm and would be re-provided on the Fuller Street Car Park site (80m to the east) in a new purpose built facility which will provide 520 sqm of internal floorspace. This is being considered under application 21/4612/FUL.

The applicant has confirmed that Mencap have already been relocated to 154 Station Road, Hendon, alongside Age UK Barnet.

2.4 **Relevant Planning History**

There is no strategic planning history relevant to the application site other than the formal scoping opinion:

Reference: 21/2885/ESC

Address: Hendon Hub In And Around The Burroughs, Church Road And Church End Hendon London NW4

Decision: Statement Scope Acceptable

Decision Date: 16 July 2021

Description: Environmental impact assessment scoping opinion

There are other minor planning applications relating to the various buildings contained within the red line boundary however these are generally not considered to be directly relevant to this application. However notwithstanding, it is relevant to note the extant planning permissions granted at 6 Church Terrace for new student accommodation. These are listed below:

Reference: 20/2105/FUL

Address: 6 Church Terrace London NW4 4JU

Decision: Approved following legal agreement

Decision Date: 09 September 2020

Description: Demolition of existing building and erection of a four-storey building including semi-basement level and a roof to provide student accommodation (19 student rooms with shared facilities), office space at semi-basement level. Provisions of cycle, refuse and recycle storage

Reference: 19/5483/FUL

Address: 6 Church Terrace London NW4 4JU

Decision: Approved following legal agreement

Decision Date: 03 February 2020

Description: Demolition of existing building and erection of a three-storey building including semi-basement level and a roof to provide student accommodation (17 student rooms with shared facilities), office space at semi-basement level. Provisions of cycle, refuse and recycle storage

Reference: 17/2645/FUL

Address: 6 Church Terrace London NW4 4JU

Decision: Approved following legal agreement

Decision Date: 20 November 2017

Description: Demolition of existing building and erection of a three-storey building including semi-basement level and a roof garden to provide student accommodation (12 student rooms with shared facilities), office space and Caretaker's flat at semi-basement level. Provisions of cycle, refuse and recycle storage

There has also been a planning application submitted by the St Mary's 8th Hendon Scout Troop for new facilities providing 324sqm at the rear of Church House:

Reference: 20/4902/FUL

Address: Church House, 49 Church End, NW4 4JT

Decision: Pending

Decision Date: 14 December 2021

Description: Demolition, refurbishment and improvement works to the existing Scout Hut building; demolition of the existing single storey outhouse buildings and erection of a new building to provide new facilities including a community hall, canteen, kitchen, pantry, garage storage, changing facilities, new entrance points, and improved hard and soft landscaping

2.5 Pre-application Consultation by the Applicant

A Public Consultation Report has been submitted with the planning application, prepared by GL Hearn, which outlines the public consultations which the applicant's agent has carried out prior to the submission of the application.

The report details for example:

- 14-week non-statutory public consultation period ran from 27 February 2021 to 7 June 2021, with the aim to obtain feedback from local residents and stakeholders.
- A project website was set-up (www.hendonhub.co.uk) to allow people to find out more about the consultation and feedback via the online survey.
- A total of eight online presentations were held via Zoom and an additional four in-person events were held at the Scholars Courtyard at Middlesex University during the week commencing 17 May 2021.
- Leaflets were delivered to over 13,000 addresses (including residential and business addresses) in the Hendon and West Hendon wards.
- At the same time the leaflets were distributed, press releases were issued to local news media.
- The applicant (LBB) promoted the project and consultation events through its own social media channels, including its corporate Facebook and Twitter accounts.
- The University has also been undertaking its own local engagement in parallel to the work being carried out by the applicant's project team.
- The Barnet Libraries team also undertook its own consultation exercise in parallel to the main consultation.

2.6 Public Consultations

As part of the consultation exercise, 916 letters were sent to neighbouring properties and residents. In addition the application was advertised in the local press and site notices were posted. At the time of preparing this report a total of 193 letters of objection were received.

In addition three letters in support have been received from Middlesex University.

The African Cultural Association have also written to confirm they are in support of the redevelopment and move.

2.6.1 Public Objections:

The letters of objection received are summarised as follows:

- Considerable opposition to these developments by residents, so should be refused.
- Sites are not brownfield or unused sites.
- Hendon Masterplan with its 8 applications is a development proposal that is not supported by a formally adopted SPD nor the new Local Plan (currently at Reg 19 Stage).
- Application must be judged against the adopted 2012 Local Plan and existing policies.
- The area is being overtaken by the University, overcrowding and overdevelopment.

- Insufficient demand for this student accommodation.
- The proposed development contrasts with London Plan Policy H15 regarding purpose-built student accommodation.
- By virtue of size and mass, is inappropriate for Church End, an important conservation area with much archaeological interest.
- Proposed heights of buildings are not supported by Historic England.
- Opportunity to decarbonise construction by repurposing Nos 28 & 30, rather than demolishing and rebuilding, which increases environmental costs contrary to CDH02 and ECC01.
- True benefit for the community would be a dedicated community hub at the Meritage site.
- 28 Church Road has historical significance and its demolition will cause significant harm.
- This will result in overcrowding, increased noise, littering, antisocial behaviour, crowded pavements, more traffic and congestion.
- There would be severe detrimental effects on the residents with a very obvious change of character and outlook in the area.
- No alternative provision has been made for the Scouts. All the existing community groups are being displaced.
- Meritage Centre and related properties do need redevelopment however proposed buildings are not appropriate, should just be community centre.

2.6.2 Neighbouring/Residents Associations & Local Amenity Groups:

The Burroughs Residents Association:

The Burroughs and Middlesex University Supplementary Planning Document (SPD) which sets out the development principles that guide and shape the Hendon Hub regeneration has not yet been formally adopted. Therefore, no weight should be placed on the SPD.

Building Communities

GG1A of the London Plan was not properly considered or complied with when creating the Hendon Hub scheme. It took at least 2-3 years for the community to be meaningfully engaged in the plans and at that stage the process moved very quickly and was not sufficiently meaningful. Just 36 hours after The Burroughs and Middlesex University SPD Consultation ended, Hendon residents received paperwork for the Hendon Hub Consultation. Therefore, no SPD feedback from the public was considered when Barnet Council created the draft Hendon Hub scheme. Additionally, the Leader of the Council made it clear in correspondence to residents from January 2021 that he was already fully behind the proposals.

Despite 88% of residents who responded to the Hendon Hub consultation opposing it (Barnet Council's figures) the plans were still approved.

Building new student accommodation blocks in established conservation/residential areas between two primary schools, displacing long-standing residents, community groups and organisations, reconstructing the civic town centre of Hendon into a university campus (two current residential/conservation sites are even described as the two new "gateways to student campus" in Planning Application Supplementary Documents) when instead Middlesex University could have built the accommodation on its own footprint where there is room for it contradicts Policies GG1C, GG1E, GG1F and GG1G of the London Plan.

Large New Accommodation blocks will have catastrophic impact on residential area, conservation area, community and heritage

- The Meritage Centre is a community centre situated in the heart of a residential area and one of only two conservation areas in Hendon. Why are buildings which house residents, organisations, community groups and charities being demolished and the occupants torn out of there and moved into a student campus?
- The plans for big blocks of accommodation do not do justice to the conservation area nor to the listed buildings in the surrounds. The proximity of the proposed new buildings to listed buildings and 'buildings of interest' must be a material consideration in its design, scope and space. It isn't in this current plan. it actively detracts from it.
- Proposed heights of buildings are not supported by Historic England.
- By demolishing No.28 Church Road, there will be no example of this local architecture left in the area.
- The Church End conservation area also abuts areas of archaeological interest & should remain part of the exciting history of Hendon & not be land grabbed to become part of MDX campus.
- Development should focus on and enhance the overall character of this historic area. These large, ugly buildings do not enhance the character and will dominate the locale.
- Multilevel accommodation blocks will overlook SMSJ Middle School.
- Demolishing residential properties Nos. 13 - 21 on corner of Church Road and Church End Road and replacing them with a 3-storey housing block (Block 4) means the new building will be taller than existing properties and will tower over the Claddagh Ring Pub. 9/12
- This area is in need of renovation. Development should focus on the existing community and be modelled on the character of the historic area which is suburban residential.
- The 12th/13th century St Mary's Parish Church is on the Historic England at-risk register with its condition described as poor and issues with drainage at and below ground level. There are risks to the church if extensive development of huge and tall blocks is undertaken at the Meritage site. Documents have acknowledged that the Urban Greening Factor for the site can only be rated as good if green walls and roofs are installed. There are already existing kerbs and hard standing that cannot be removed or replaced and this will increase costs for sustainable drainage systems, require longer construction times as well as increase the risks to nearby Grade 2 listed buildings.
- Block 2 student accommodation on 2, 4 and 6 Church Terrace has 102 student units and 11 garages. The proposal requires the PDSA to move yards to Fuller Street car park. There is a development approved in September 2020 at 6 Church Terrace for a 4 storey, 19 unit student block. This was the third approval to progressively increase the number of units from 12 to 19 units. H/4690/08 in 2009

refused 4 flats on a 3-storey building on that site because ‘the size, height, bulk and design would be unduly obtrusive and detrimental to the character and appearance of the street scene and general locality’. It is disingenuous to now ignore such reasoning when the area has not changed much in the last 11 years. The approval by Barnet Planning for 6 Church Terrace seems an orchestrated move between Barnet Council and the developer to set a precedent for the 4-storey 102 unit student block. This would suggest a pre-decision to approve the application and is unfair to the community who have no real input in the matter. There should only be a small block of 19 units placed on this site, albeit it was one that slipped in under the cover of the pandemic.

Campus creep will change residential nature of area

- From the London Plan (March 2016) 2.6: in reference to Outer London Vision and Strategy, one of the key opportunities for outer London is maintaining and enhancing the quality of life that is already there. Delivery of “lifetime neighbourhoods” is an important part of preserving this quality of life. These plans seek to actively diminish and dismantle a “lifetime neighbourhood”.
- The student campus, which has been creeping increasingly closer to residential streets, should not be expanding into the Meritage Centre suburban area. Building three accommodation blocks for 181 students and one block for 33 independent youths who have left the care system between two primary schools and by two nurseries, quiet residential streets and a community church is inappropriate when these blocks could be built within the university’s own campus footprint a couple of minutes walk away. The density of the student accommodation will encroach on this part of Hendon.
- This large, invasive spread into a residential area of Hendon sees the university treating Hendon not as a community of which the university is part of but as if it was an asset the university is entitled to and a resource to be colonised to the university’s financial advantage.
- Residents will not feel free to enjoy their public spaces if it appears to be mostly adult students spending leisure time in big groups gathering around the public realm areas/high street centres, especially where drinking & noisy activities take place or they keep unsocial hours.

Senior citizens community space to be removed

- What alternative provision has been made for the Scouts, Age Concern, social groups for senior citizens and other groups who use the Meritage Centre space? The Meritage area is a much-loved and needed hub for senior citizens.

Traffic and parking issues

- There is no guarantee that GPs will be found to occupy the ground floor of one of the student blocks. If that’s the case, what will happen to this space? Student residential units are still evident in the floorplans.
- Increased traffic congestion on Sunningfields Road during school drop off / pick up. This is a very narrow street with cars parked on both sides and only one car can pass at a time. Parents currently use Fuller Street car park. I cannot see them going to POW Close.
- Student/university staff parking is already an issue for residents who live on the streets including and around Greyhound Hill, Sunningfields Road, Sunny Gardens Road, Parson Street, up to the A41/A1. Barnet Council and Middlesex University’s claim that students will be car-free is unrealistic. Bringing in over 200 new residents to this small area and their visitors will exacerbate this issue.

With all the above in mind, I urge Barnet Council to reconsider their current Hendon Hub proposals and instead create a plan that is equally beneficial to both Hendon residents and Middlesex University.

Officer Comment

All of the above representations have been taken into account and are considered within the relevant sections of this report and which form part of the assessment set out below.

Vivian Avenue Residents Group:

As a group of residents living in Vivian Avenue & surrounding roads, we are aghast that Hendon Hub plans were not notified to our households. Many of us use the civic centre, Library, churches & Church End area as well as Brent St.

The consultation area is very limited for such huge proposals that will change the way Hendon will look, feel & function for the future.

We strongly object to the proposals for Blk 1 & 2 student units, too close to notable listed church & its grounds. This is not an appropriate use of the site which should remain a community base for various groups. Rehousing these groups at the RFC site is not the solution as the setting will be very different & unsettling for these vulnerable groups.

The buildings proposed for all 4 blocks are still too tall & have too many units of accommodation in an area of low 2 storey homes, schools, nurseries & local amenities. Blk 3 is excessive & dominates its surrounds.

This insidious campus expansion cannot work because it will generate parking pressures, noise/litter/pollution complaints, increased costs/time in following up issues, disruption to the community THAT NO LANDSCAPING OR BEAUTIFICATION of small surrounding patches of tufts will solve.

The Health Centre on the ground floor of Blk 1: is that for student population or for the community? There is no guarantee that a GP can be found to take up the premises. MDX can always apply to change it to student accommodation in the future & Barnet Council will approve it. Same applies to Block 4.

The plans also show that there is excessive hardstanding on Blk 1 & 2 sites, original & proposed, & that green walls & roofs must be installed to attain a good Urban Greening Factor. Surely that signifies the proposal is overdevelopment/overuse of site? The documents also show that windows facing Church End cannot be opened because of proximity to roads, resulting in poor indoor air quality. Moderate builds must be contemplated using less plant machinery.

Officer Comment

All of the above representations have been taken into account and are considered within the relevant sections of this report and which form part of the assessment set out below.

The Barnet Society:

The Barnet Society objects to this application. It submitted comments on the proposed redevelopment of the Meritage Centre site as part of the consultation, but none of the points we raised have been addressed.

The four blocks of student accommodation which are proposed to replace the Meritage Centre are wholly inappropriate to this historically significant and sensitive setting, given their scale and bulk. Building three- and four-storey buildings in this location would have a detrimental effect on the conservation area and cluster of listed buildings. Moreover, they are totally out of keeping with the village character of the conservation area and the adjacent listed buildings, most notably St Mary's Church, Church Farmhouse and the Model Farm.

Decanting of the existing tenants to make room for student accommodation means that the Meritage Centre site will become part of the university campus and therefore a private, not public, space. This site should continue to be used for public housing and amenities, including a properly resourced health centre and community facilities. 181 student accommodation units represent a gross over-development of the site and should be accommodated on the university campus.

There are scarcely any public benefits to this scheme and the scope and therefore the harm to the conservation area outweighs the value of the one benefit which has been proposed, namely the health and wellbeing centre.

Officer Comment

Vivian Avenue is located some distance away from the application site beyond the consultation radius of the planning application. Nevertheless these representations have been taken into account and are considered within the relevant sections of this report and which form part of the assessment set out below.

2.6.3 In Support

Middlesex University

Chief Executive:

I write in my capacity as the Chief Executive Officer of Middlesex University Students' Union, Middlesex University to state that the Students Union is certainly in favour of the new academic buildings and student accommodation proposed in the above planning applications. As They will enable our students to be taught in modern facilities with much improved teaching spaces and more flexibility while they study at Middlesex.

I'm conscious of the importance of adequate teaching spaces and the impact it has on our students' experience. We see this reflected in our annual surveys and want to do all we can to improve student experience at Middlesex. Some of the buildings in these planning applications will soon become unfit for teaching purposes (such as the old single storey clinic behind the Hendon Library building and the Ravensfield building), and these plans would give us the opportunity to house teaching and learning in purpose built, improved facilities.

Consolidating more of our student accommodation in Hendon would be very welcomed by our student population. Currently, many of our students travel across London from Wembley or elsewhere and this adds financial burden, and can be

challenging especially for those with part time jobs or caring responsibilities. I think it would be hugely beneficial for more of our accommodation to be within walking distance of the campus.

I have seen some local residents' concerns about student behaviour and the Students' Union, in collaboration with the University is committed to ensuring that students' impact on the local area is as positive as possible.

Vice Chancellor:

As Vice-Chancellor of Middlesex University, I support the Hendon Hub proposals contained within the planning applications above. They will enable the University to improve the facilities for students and staff, in line with our commitment to infrastructure that enables flexibility, which is a key part of the University's 2031 Strategy.

Middlesex University is passionate about high-quality education for all of our students. Our teaching changes lives locally, nationally and globally, enabling our students to shape their own lives and the world around them. Our practice-centred approach means that our students can flourish in society and the world of work because they have developed the skills and mind-set of entrepreneurialism, social justice and sustainable change. Teaching our students in some of our current spaces will become more difficult as some of these older buildings become no longer fit for purpose. The proposals in the planning applications will enable the replacement of four old educational premises with two modern buildings. These proposals are aimed at providing improvements in the quality of our facilities and improving our students' experience.

The proposals will also allow us to consolidate more of our student accommodation into Hendon, rather than being housed in Wembley or elsewhere in London. We believe this will improve students' experience. We have noted residents' concerns about student behaviour and we are committed to ensuring that students' impact on the local area is as positive as possible. The University is working in partnership with the local police and with Barnet Council to mitigate anti-social behaviour, recognising that this is caused by only minority of our students and also by people who are not students. Overall, we are very proud of our students, who contribute a great deal to their local community through work placements in local businesses, hospitals and care settings and volunteering in the local area. Equally, we are aware of the very considerable economic and social contributions that students make to the Barnet area.

Director of Estates:

I am writing in support of this planning application in my role as the Director of Estates for Middlesex University. I think there are benefits for Middlesex University and to the local community.

This scheme would see one hundred and eighty one bed spaces for students within three blocks and I believe any detrimental effect on the local neighbourhood will be minimal. The scheme would also see thirty three shared units also for other uses which are sorely needed. In addition a Health and Wellbeing Centre would be a great addition to the services for local people.

The area of and around the Meritage Centre is a very poor fragmented urban space with some very poor buildings but the proposals for residential accommodation will see a huge improvement which will take into account the delicate balance between new low rise residential accommodation with the nearby listed St Mary's Church. I believe the proposals will be sympathetic and complementary to surrounding buildings but in a modern setting.

Students living close to the campus would mean less pressure on buses and trains as there would no longer be a need for those students to travel to the campus from their accommodation much further away at Wembley and Cricklewood and elsewhere. An added benefit of course is that those students will end up spending their money in local shops.

The proposals for the Meritage area will without doubt enhance this part of Hendon. The buildings have been carefully designed to avoid any loss of privacy for nearby neighbours and there will also be improvements to paving and roadways as a result. This is all to be welcomed and I hope that this application will be passed without reservation.

African Cultural Association – Chairperson & Coordinator

African Cultural Association is positive about plans in Hendon:

The African Cultural Association, founded in 1995, was formed as a result of a group discussion with people from African, Caribbean and other ethnicities, who had been experiencing issues in their communities around race, social economic issues, education, finance and other important everyday concerns.

The Association is now recognised as a charity and members include qualified professionals from various disciplines such as lawyers and teachers and have over 200 local people, with the majority being residents or having local links to Barnet.

Local people are able to learn important skills and access training, creative classes and support with improving English and Maths and all at no cost. The association are currently based at Church End, in Hendon. Hendon Hub development proposals will see them move from an old building, no longer fit for purpose, to a new home for their members, should plans be approved.

The Co-ordinator as well as the Chairperson – and majority of some of our members at the African Cultural Association, who commented on the move and plans for Hendon Hub said:

“We like the idea of the community and Middlesex University moving forward together. Our members are excited about the development and the benefits it will bring local communities like us, who work in the area. The benefits of students having their accommodation close to the University should help future generations. We are looking forward to working from a cleaner and safer work environment where we can help young people and the wider community.”

2.7 Responses from External Consultees

Historic England – Heritage Assets

Summary position – “significant degree of less than substantial harm”.

Historic England was consulted on these proposals at pre-app stage by the professional team involved. As the scheme remains essentially the same, our advice remains the same, and I attach our advice letter accordingly.

[The following is taken from the pre-application advice letter which was sent as part of this consultation although dated 19 July 2021]:

Historic England has been asked for pre-application advice on two sites that form part of the broader Hendon Hub masterplan area.

As the two sites are separate and present different issues, they have been treated separately within this letter.

Meritage Centre site

Summary

The Meritage Centre site is a significant part of the Church End conservation area, which consists of the surviving elements of a small hamlet clustered around a Grade II*-listed church. The demolition of the Meritage Centre is uncontroversial, but a historic building that is a positive contributor to the conservation area would also be demolished, and the proposed replacement student accommodation buildings would be excessively sized and relatively coarse in terms of their urban grain, causing harm. The significant harm resulting to the conservation area should be given great weight in the balancing of harm against public benefit in appraising the scheme. While it will be for the decision-maker to undertake this balancing exercise, it is disappointing that in this scheme, the potential of the only significant development site within the conservation area to enhance the character and appearance of the conservation area has not been fully realised.

Advice

Significance

The Meritage Centre site lies at the heart of the Church End conservation area, which covers the historic hamlet of Church End centred around the Hendon parish church of St Mary. Despite the ancient presence of the parish church, centre of a large parish, this was only ever a hamlet, with the church, an inn, two farms and a few houses clustered around it, and various roads and paths centred on this intersection stretching out into the surrounding fields. Much of the historic hamlet survives in some form, but this only consists of 10-12 historic buildings, depending on the definition used, and the conservation area is largely surrounded by suburban development of the last 150 years.

The various historic buildings of the conservation area, including the parish church (Grade II*), Church Farm House (Grade II*), the model farm milking parlour (Grade II), and the Daniel almshouses (Grade II), also derive part of their significance from their setting, including the inter-relationship between each other and their positions as part of the historic hamlet, which is still discernible despite harmful mid-late twentieth century development.

The historic pattern of roads and paths in the conservation area is largely intact, and a number of historic footpaths have been preserved in the wider landscape, despite the areas they run through having long been built-up. This is important to the significance of the conservation area in terms of retaining a sense in which it is the heart of the area, which routes radiate towards. Church Terrace is a particularly good

example of this, as it runs north from the conservation area through open land (Sunny Hill Park) as far as the A1. Of the views of the church and the conservation area, that looking north up Church End towards the church is perhaps the most relevant in the context of this proposal. However, the mapping evidence demonstrates that while the Daniel almshouses were designed to have a formal axial presence at the southern end of Church End, the view north round the curve of the street to the church was an informal, unplanned one, with the church historically being glimpsed over lower buildings that shepherd one round the curve, and then the body of the church emerging as a surprise in a gap between smaller domestic buildings.

The post-war development around the conservation area detracts from its significance to some degree, by eroding the effect of a rural hamlet while introducing nothing of particular interest. Particularly harmful are the relatively recent buildings of Middlesex University immediately to the south-west of the conservation area; their alien scale, planning, coarse grain, height and cladding materials mean that they cause a significant degree of harm to the conservation area by damaging its setting.

The existing Meritage Centre buildings are of no interest in themselves, and do not make any contribution to the significance of the conservation area. They are not insensitive, by the standards of the time at which they were built; their height is appropriate. This is why Historic England has previously advised that new development on this site should be of similar height. The use of brick is also contextual, and the massing of the building fronting Church End has clearly been contrived with the setting of the church in mind. However, the buildings have a poor relationship with the streets of Church End and Church Terrace, instead feeling as if they are objects dropped into landscaping in a typically modernist way.

28 Church End, dating perhaps from the 1850s, is the survivor of what was a small terrace of three houses (the northernmost two were demolished to build the current 30 Church End). It is the last survivor of the initial 19th century expansion of Hendon village, and is therefore a significant part of the history of the settlement, holding evidential value. Despite its somewhat rundown condition, it also holds aesthetic value as a classic small terraced London house of the period, with its stock brick, sash windows, moulded window frames and traditional proportions. It is noted on the conservation area appraisal as a "Positive Building" within the conservation area, and this is an assessment that we endorse.

30 Church End is a semi-detached house that was built between 1936-56 based on mapping evidence, and probably in the late 1930s on stylistic evidence. It relates successfully to the conservation area in that it is of a suitable scale and relatively fine grain, it relates well to the street, and its muted materials, colours and textures are appropriate for the conservation area. It reads as part of the cluster of small houses around the church which positively contribute to its domestic scale setting.

Impact

The proposals involve the complete demolition of the Meritage Centre and adjoining contemporary buildings, the demolition of 28 and 30 Church End, and complete redevelopment of the site (which includes two areas just outside the conservation area, one of which is separate and slightly to the south of the principal site). Demolition of the Meritage Centre would not have an adverse impact on the conservation area or the setting of the nearby listed buildings.

Demolition of 28 Church End, a positive contributor to the conservation area, would cause harm to the conservation area. It would remove the last evidence of the nineteenth century expansion of the settlement, and would remove one of only 10-12 historic buildings within the conservation area. This would result in a significant level of harm, exacerbated by the demolition of 30 Church End, which also makes a positive contribution, albeit a lesser one, to the conservation area. The small size and fragility of this conservation area means that the loss of these buildings has a considerably greater relative impact on the conservation area than it would in many other conservation areas.

The proposed redevelopment of the site would be for two blocks of student accommodation of 2-3 storeys within the conservation area, and a further two blocks just outside it. Both of the blocks within the conservation area have their primary fronts (the long fronts with greatest height, and continuous gables) facing Church Terrace. The elevations facing Church End feel in massing terms like the backs, set back from the street, despite the presence of a space designated for a doctor's surgery. This does not fit well with the character of the conservation area, in which the top of Church End is the primary street and focus of the village and Church Terrace has historically been little more than a footpath. The height reduction shown in the amended plans, from 3-4 storeys down to 2-3 storeys, reduces the level of harm. Having carefully considered the impacts and our previous advice, Historic England considers that this is a broadly appropriate height, given that the two storey sections are towards Church End, on the more sensitive western side of the site.

However, the area of each of the two proposed blocks in the conservation area is comparable to that of the church. This is considered an excessive size and coarseness of grain in a conservation area the character of which is fundamentally defined by being a historic hamlet that consists of small domestic buildings that are subservient to the church in terms of their size. While the grain of the Meritage Centre is too coarse, the proposed development would make this worse.

The proposed layout does preserve a pedestrian connection west from the junction of Church Walk and Church Terrace to connect with Church End. This is not a very obvious or prominent connection, and more could be done in landscaping terms to signpost the presence and significance of these routes.

Policy

The 1990 Listed Buildings Act, the National Planning Policy Framework (NPPF), the London Plan and local plan and other local and national policy and guidance provide the framework for decision-taking on heritage applications.

At paragraph 192, the NPPF emphasises “the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation”.

The NPPF continues at para 193: “When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.”

The adopted SPD Design Brief for the Meritage Centre site emphasises that development should not be ‘overbearing or imposing on’ St Mary's church, and states

that 'a terraced form of development could fit the site, provide small individual footprints and therefore enforce pleasant continuity'.

Position

These impacts would result in a significant degree of less than substantial harm to the conservation area and to the setting of the church, because of the demolition of two of the few historic buildings within the conservation area, one of which is formally acknowledged as a positive contributor, and because of the coarsening of the urban grain that the erection of two blocks of this size represents. It will be for the decisionmaker to balance this harm against the public benefits of the scheme.

Mitigation for the harm that the scheme would cause could include streetscape improvements to the conservation area as a whole, which has a variety of ill thought out and inappropriate boundary treatments, street furniture and paving which harms the conservation area. There is considerable potential for the atmosphere of the conservation area to be improved with a well-thought out scheme for improving these in the whole of this small conservation area.

Bearing in mind that the Church End conservation area is very small, and fragile, and that this is probably the only potential development site on any scale that will ever come forward in it, it is disappointing that the potential that the Meritage Centre site has for improving the significance of the conservation area has not been realised by this scheme. A finer-grained residential scheme would be more likely to achieve the statutory objectives of preserving and enhancing the character and appearance of the conservation area.

Officer Comment:

It should be noted that the design briefs/guide for the SPD were part of the SPD itself and therefore are not formally adopted and no weight is being given to the draft SPD. HE's position of "less than substantial harm" is duly noted and officers agree with its overall assessment of harm. It is weighed in the assessment set out below against the public benefits along with the suggested improvements to the streetscape which could also assist in mitigation and it is also assessed against the statutory presumptions (see further below) .

Historic England – GLAAS

No objection – recommended Archaeological Condition:

No demolition or development shall take place until a stage 1 written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.

If heritage assets of archaeological interest are identified by stage 1 then for those parts of the site which have archaeological interest a stage 2 WSI shall be submitted to and approved by the local planning authority in writing. For land that is included within the stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed stage 2 WSI which shall include:

- A. The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works
- B. Where appropriate, details of a programme for delivering related positive public benefits.
- C. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

Reason:

This pre-commencement condition is necessary to safeguard the archaeological interest on this site. Approval of the WSI before works begin on site provides clarity on what investigations are required, and their timing in relation to the development programme.

Informative:

Written schemes of investigation will need to be prepared and implemented by a suitably qualified professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.

I envisage that the archaeological fieldwork would comprise the following:

Evaluation

An archaeological field evaluation involves exploratory fieldwork to determine if significant remains are present on a site and if so to define their character, extent, quality and preservation. Field evaluation may involve one or more techniques depending on the nature of the site and its archaeological potential. It will normally include excavation of trial trenches. A field evaluation report will usually be used to inform a planning decision (pre-determination evaluation) but can also be required by condition to refine a mitigation strategy after permission has been granted.

Evaluation trenches should be focussed on open areas between existing buildings, and in gardens of the terraced housing that previously existed on the site.

Officer Comment

These comments are duly noted and the requested condition and informatives shall be added.

Thames Water

No objections.

Waste Comments

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.

Thames Water would advise that with regard to SURFACE WATER network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.

There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.

<https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-Development/Working-nearor-diverting-our-pipes>.

Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.

Water Comments

Following initial investigations, Thames Water has identified an inability of the existing water network infrastructure to accommodate the needs of this development proposal. Thames Water have contacted the developer in an attempt to agree a position on water networks but have been unable to do so in the time available and as such Thames Water request that the following condition be added to any planning permission.

No development shall be occupied until confirmation has been provided that either:- all water network upgrades required to accommodate the additional flows to serve the development have been completed; or - a development and infrastructure phasing plan has been agreed with Thames Water to allow development to be occupied. Where a development and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan.

Reason: The development may lead to no / low water pressure and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development.

The developer can request information to support the discharge of this condition by visiting the Thames Water website at thameswater.co.uk/preplanning. Should the Local Planning Authority consider the above recommendation inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Planning Department (telephone 0203 577 9998) prior to the planning application approval.

There are water mains crossing or close to your development. Thames Water do NOT permit the building over or construction within 3m of water mains. If you're planning significant works near our mains (within 3m) we'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.

<https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-nearor-diverting-our-pipes>

Cadent Gas Ltd

No objection, informative note required.

To prevent damage to our assets or interference with our rights, please add the following Informative Note into the Decision Notice:

Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. There may be a legal interest (easements and other rights) in the land that restrict activity in proximity to Cadent assets in private land. The applicant must ensure that the proposed works do not infringe on legal rights of access and or restrictive covenants that exist.

If buildings or structures are proposed directly above the apparatus the development may only take place following diversion of the apparatus. The applicant should apply online to have apparatus diverted in advance of any works, by visiting cadentgas.com/diversions.

Prior to carrying out works, including the construction of access points, please register on www.linsearchbeforeudig.co.uk to submit details of the planned works for review, ensuring requirements are adhered to.

MET Police – Secured by Design

No objections subject to standard conditions.

This proposal involves the construction of new student accommodation, community based facilities and new accommodation for independent young adults. This will comprise of several different buildings and improvements to the public realm. It is positive to note the draft management strategy of the shared living scheme proposed and the need for a resident to sign and enter into an ‘accommodation agreement’. Clear rule-setting is important and a resident must be under no illusion that issues of ASB, crime and disorder will not be tolerated and this could lead to enforcement and possible eviction. This would also be applicable to a party entering into any tenancy agreement with the managing agent/landlord etc.

It is commendable that the applicant has included a section within the DAS regarding crime prevention and ‘design out crime’. With residential accommodation it will be possible to provide ongoing guidance and assistance for Secured by Design (SBD) purposes in respect of these buildings (current SBD guide – Homes 2019). With crime statistics and levels of burglary within the borough, achieving SBD for these buildings should greatly assist in being able to deter and reduce crime and disorder in this area. As alluded to within the DAS, specific guidance relating to security rated products can be provided in due course and it does appear possible for these buildings to achieve SBD accreditation. I would respectfully request that this is considered as a formal planning condition upon any approval of this proposal.

With regards to the soft landscaping for the scheme, it is important to consider incorporating ‘defensible space’ between more private areas and the public realm where possible. This can help to provide a buffer zone between the more vulnerable private area and the public realm, such as directly outside and under ground floor unit windows, to not only deter loitering directly outside (to the annoyance of its resident), but to also help protect ground floor windows from potential attack (burglary).

Seating appears to be central to the proposal and well overlooked by the surrounding units. With lighting and CCTV also proposed here, this will help to deter potential perpetrators from misusing this space.

It is very positive that the applicant amended some of their plans such as under-croft parking and so on due to concerns that these would attract issues of ASB, crime and disorder to the site.

Officer Comment

These comments are duly noted and this matter can be secured by condition.

Highways England

National Highways raises no objection.

2.8 Responses from Internal Consultees

Ecology

No objections, the proposed development has been reviewed and is considered acceptable subject to a number of standard conditions and informatives, which will be included. The detailed comments are set out in the relevant section of this report.

Environmental Health

No objections. The proposed development has been reviewed in regards to noise, air quality, overheating, contaminated land and is considered acceptable subject to a number of conditions and informatives, which will be included.

Arboriculturalist

No objections. The proposal requires the removal of established trees. Compensation for this loss in accordance with the Council's adopted tree policy must be made. The Capital Asset Value for Amenity Trees (CAVAT) value of the tree will be required to mitigate the loss, and the money received used to support the planting targets.

Recommend a number of conditions relating to:

- Levels
- Hard & Soft landscaping
- Excavation for services
- Pre-commencement, Tree protection and method statement
- Landscape management

Policy

No objections.

Planning Documents considered in assessing the applications

- NPPF
- The London Plan 2021
- The Barnet Core Strategy
- The Barnet Development Management Policies

See comments on the SPD at 1.1 above.

Loss of Community Uses at the Meritage Centre

The current Local Plan Policies CS10 and DM13 as well as draft Local Plan Policy state that the loss of community uses is only acceptable in exceptional circumstances and should be resisted unless they are re-provided to an equivalent or improved quality.

The Hendon Hub applications need to be understood and assessed with regards to the re-provision of the community uses. Citizens Advice Bureau, African Cultural Association, Meridian and a Community Hall are to be provided space in the development of the Ravensfield site. If application 21/4709/FUL (Ravensfield/Fenella etc site) is approved then the community uses can be assessed as being re-provided to an improved quantum (548.2sqm lost from the Meritage Centre site will be re-provided in the new buildings described in application 21/4709/FUL with 695sqm). If this application is approved the policy requirement set out in the Local Plan can be met.

Application 21/4612/FUL proposes the re-provision of the Peoples Dispensary for Sick Animals (PDSA) to the proposed development at Fuller St Car Park. The PDSA is a veterinary clinic run by a charity providing free and low-cost treatment to pets in need, is considered to be a community use. If this application is approved then this use will be considered to be re-provided. The existing PDSA building has a Gross Internal Area of 226.98sqm the proposed new building would increase this to 510sqm and be designed to meet the needs of a modern veterinary practice.

Character, Heritage and Design

The proposed development set out in the Hendon Hub applications has an impact on the Hendon – Church End Conservation Area. There is also development proposed immediately adjacent to the Grade II* Statutory Listed St Mary's Church. In order to comply with the NPPF, London Plan Policy HC1 and Local Plan Policies CS5 and DM01 and DM06 and draft Local Plan Policy CDH08, development in this area needs to be very sympathetic to its overall setting of the Conservation Area and not visually detract from the Church or its immediate setting.

Design and materials should therefore be approved by the Council's Heritage and Conservation Officers as well as the Design Officers and in consultation with Heritage England as required.

Loss of Housing / Housing Mix

Policy DM07, DM08, CS4

As a result of the proposed development there will be a loss of 13 1xbed homes (C3 use class) Application 21/4709/FUL which focusses on the redevelopment of the Ravensfield / Fenella site will deliver 28 new homes comprising a mixture of 1 and 2 bedroom homes. The proposals will deliver an uplift in homes and provide an improved housing mix therefore reflecting DM07, DM08 and CS4.

Student Housing (London Plan Policy H15, Local Plan Policy DM09 and draft Policy HOU04)

London Plan Policy H15 has established a London wide need of 3,500 student units per annum. The Hendon Hub applications in total propose an additional 565 student units at Hendon (181 student units on the Meritage site and 384 on the Ravensfield site) would go towards meeting this need. Policy DM09 expects proposals for student accommodation to demonstrate that they support educational establishments within Barnet and meet an identified local need. Although Middlesex University, rather than

a third party is expected to manage the site, this should be clearly demonstrated to reflect policy DM09.

London Plan Policy H15 also requires that a mixed and balanced community is created. The area surrounding the Meritage Centre site is predominately residential and contains many family homes. Student Housing therefore needs to respect the wider site. The Student Management Plan highlights the importance of the University and students working with the community emphasising that students and staff will be encouraged to be 'good neighbours' with local residents and for them to work with local community groups. It is strongly encouraged that this initiative is taken forward. Fifty percent of the student units are to be offered at discount market rent which is in accordance with London Plan Policy on affordable student accommodation.

Care Housing

30 Church End is a Victorian semi-detached dwelling that is currently used as a residential care facility, the intention as part of the redevelopment of the site is to re-provide with a purpose built facility in Block 4 of the proposed development. This will better serve the needs of the residents with more space. This would then satisfy Policies CS10 and DM07 and DM13 regarding the re-provision of housing / community facility, as well as CS4, CS11, DM09 and draft Policy HOU04 and H12 of the London Plan regarding specialist housing. Adult social services should be consulted to ensure that this is going to continue to meet the needs of Barnet residents.

Shared Living

It is proposed that Block 4 on the corner of Church End and Church Road will also contain 33 shared living units for young adults. Policy H16 of the London Plan and draft Policy HOU04 requires this type of accommodation to meet several requirements in terms of design and management. A draft management plan has been submitted with the application. It is recommended that this is formalised before occupation. The draft Management Plan indicates that it will comply with the London Plan requirement that it will integrate into the wider community to ensure it is part of a mixed and inclusive neighbourhood. Design Officers should be satisfied it meets the policy design requirements.

Health Centre

Concerns have been raised during the Hendon Hub consultation on the continued access to health services for the community, the provision of the Health and Wellbeing Centre is being delivered after consultation with the NHS and local GPs. London Plan Policy S2 and Local Plan Policy CS11 and DM13 support the provision of this facility.

SuDs

Sustainable Drainage Systems (SuDS) are encouraged across the site to lower the amount of runoff entering the stormwater infrastructure. All SuDs designs, drainage plans and paving materials should be agreed with the Drainage and Highways Team at the Council.

Energy

According to the Energy Statement the remaining reduction of CO2 emissions shall be off-set by a cash in-lieu payment to the London Borough of Barnet, based on £95 per Tonne per annum over 30 years, this is calculated by the statement to be £1065.00. This should be confirmed and secured through a S106 obligation or similar.

Urban Greening Factor / Biodiversity

London Plan Policy G5 requires that predominately residential development (should achieve an Urban Greening Factor of 0.4 this site is currently projected to achieve 0.360521). Although Policy G5 does not allow for the shortfall to be offset elsewhere in the Borough, as this is part of a wider Masterplan and there are areas both within the Masterplan area and on its boundary that would benefit from additional greening, these should be explored, along with incorporation of planting in SuDS projects.

Biodiversity, there are significant trees in the area and the neighbouring church yard and Sunny Hill offer the opportunity of enhancing this site to strengthen the ecological links across the area the Ecological Assessment estimates that the proposed planting will increase the biodiversity a gain of 53.45% . Section 5.5 of the Ecology Report lists ideas for biodiversity enhancements that can be incorporated in landscaping plans and planting regimes.

Parking

London Plan Policies T6.1 should be followed for the residential elements of the proposal, including the provision of charging points for ultra-low emission vehicles.

Traffic/Transport – Please refer to Transport Planner comments.

Heritage

No objections – summary position is “less than substantial harm”.

This application site lies both within the Hendon, Church End Conservation Area and partially within its setting. Adjoining the site lies the Parish Church of St Mary, a Grade II* listed building dating from the mid-13th century.

Four new blocks are proposed, of two to four storeys in height, providing student accommodation and a health and wellbeing centre. The proposed blocks 1 and 2 lie within the CA and blocks 3 and 4 lie just outside the CA boundary.

The buildings proposed for demolition include the Meritage Centre and Nos 28 and 30 Church Terrace. All lie within the CA. The Meritage Centre dates from the 1970/80's. No. 28 is the remaining house of a terrace dating from the mid-19th century. No.30 dates from the 1950's. Whilst the Meritage Centre is not considered to be of any architectural or townscape merit, No.28 is indicated in the Hendon, Church End Area Character Appraisal as making a positive contribution to its character and appearance. No.30 is not referred to in the appraisal. The proposed demolition of No.28 will have an adverse impact given its contribution to the CA. Its retention was not considered feasible in view of the proposed layout of buildings on the site. The loss should be considered against other improvements to the conservation area as part of this proposal and any other benefits that result.

The opportunity to introduce new, more appropriate buildings, spaces and landscaping presents itself as a result of the proposed demolition of the Meritage Centre, being the dominant structure and the element closest to St. Mary's Church and churchyard, but detracting from the area's character and appearance. The character appraisal comments that the buildings which form the Meritage Centre 'do not sit comfortably with the local vernacular of the majority of the buildings within the Conservation Area and detract from the established character.'

The proposed contemporary design, whilst incorporating traditional facing materials, is considered to be a contextually appropriate response to the CA. At its closest point to St Mary's Church, the front building line of block 1 has been intentionally set back to open up views towards the church in Church End and within Church Terrace, views towards the church and the mature trees within the churchyard have been maintained. It is recognized that elements of blocks 1 and 2 have been reduced in height from 3 and 4 storeys to 2 and 3 storeys. Blocks 1 and 2 are lower in height fronting Church End, where there is greater sensitivity and to reduce their visual impact in the streetscene. This is welcomed and reduces their visual prominence and impact within the CA and on setting of the listed church.

Greater articulation, such as additional fenestration could, however, improve a number of the key elevations, such on the 3 storey element (north and south elevations) of blocks 1 and 2, and the 2 storey element of blocks 1 and 2, facing Church End. The palette of traditional facing materials of red brick, natural slate, clay tiles, dark-stained timber weatherboarding and vertical tile hanging is an appropriate response to their context.

Blocks 3 and 4 lie outside of the CA but close to the boundary. They will replace buildings of limited architectural merit. Their scale is slightly larger at 4 storeys, but with the upper storey's set into the roofspace and featuring dormer windows. Their contemporary design is considered to be appropriate and an enhancement within the streetscene relative to the existing buildings on the two sites.

Although some minor harm will result from the loss of no.28 Church End as a positive contributor to the conservation area's character, this will be less than substantial and should therefore be weighed against any benefits that might outweigh that harm. The scale and design of the 4 blocks is considered to be acceptable, but some elevational modifications would be beneficial and could result in improvements to their visual appearance. Their contribution to the conservation area's character and appearance will also be dependent on the landscaping of the public route between Church End and Church Terrace, and on the architectural detailing and the use of good quality traditional materials, to echo those which are featured locally.

Officer Comment:

The harm to heritage assets, public benefits along with the suggested improvements to the streetscape which would also assist in mitigation are reviewed later in this report in the planning balance and assessed against the statutory presumptions of preservation,. Details of fenestration and indeed landscaping and improvements to the public realm would be secured through conditions.

Urban Design

No objections.

General:

The building form, mass and footprint is in keeping with the area's overall height.

Height:

The introduction of new preserves the character of the area and. The low buildings are proposed to blend in at 3-4 storeys. Due to the proximity of St Mary's Church the heights should not be overbearing or imposing on this Grade II* building.

Massing:

Due to the curve of the road and the importance of the view along Church End heading away from The Burroughs the setback on Church End accommodates sightlines Northwest to the church and pub the proposal does not dominate its setting. The mass is not intrusive although the majority of the ground floors are only activated by residential windows and defensible space, this makes the ground plane be perceived heavier. The proposed entrance to the Wellbeing Centre and surrounding ground floors are performing better in terms of activation and lightening up the perception of mass.

Building footprints:

Building footprints allow for landscaping and setbacks that preserve existing views. Having said that the need for more meaningful activation is key to how the buildings sit on site.

Architecture:

The forms proposed are very simple, incorporating pitched roofs as an attempt to provide a more familiar form for the area. The use of this architecture is more successful around the Wellbeing Centre where larger openings manifest and the forms can be visually penetrated more. The pitching of the roofs is an acceptable feature to the buildings as it is carrying forward the overarching roof typology of the area.

Material and façade variation:

Materials are varied across the site, the general layout of materials is centred around pronouncing bases, middles and tops of buildings. The traditional red brick shown could be revised as it shows a lot of saturation in the colour. Perhaps a mixed red with more tactility could work better. Using wood within this proposal is very welcome as it is a natural material that will age gracefully if applied correctly.

Views:

Views into the site from the residential quarters are tested thoroughly. Overall views are not seen as detrimental. The existing green environment is considered so is the local topographic changes. The development also acts successfully as a small network of suburban streets with clear views into the site from the pedestrian perspective.

Wayfinding:

We have clear views and a robust wayfinding strategy which efficiently leads people to open spaces, green spaces and front doors.

Local integration:

Activation should be done through entrances and defensible space with pleasant landscaping. The quiet character of Church Terrace should be maintained. There is a lot of opportunity to activate the ground floors on the residential parts of this proposal

Transport and Regeneration

Summary - No objections. The development is acceptable on transport grounds subject to a legal agreement and planning conditions. The detailed comments provided by transport officers has been incorporated in the highways section of this report.

Drainage/SuDs

No objections, however further details and information are required therefore have requested this is controlled by condition.

Waste/Refuse

No objections – however further details and information are required therefore have requested this is controlled by condition.

Employment and Skills

No objections subject to appropriate term in s106 legal agreement.

The site will require to offer Employment and Skills based on the SPD;2014 eligibility criteria, mitigating the impact to the community and ensuring their comments/ feedback from the community are equally addressed.

3. PLANNING ASSESSMENT

3.1 Principle of development

Housing Delivery

Section 38(6) of the Planning and Compulsory Purchase Act 2004, and the National Planning Policy Framework 2021 (NPPF), require applications for planning permission to be determined in accordance with the development plan unless material considerations indicate otherwise. Development that that accords with an up-to-date Local Plan should be approved.

The new London Plan 2021 Policy H15 identifies a strategic requirement for 3,500 purpose-built student bedspaces over the plan period. The London Plan also recognises the pressing need for more homes in London and seeks to increase housing supply to in order to promote opportunity and provide real choice for all Londoners in ways that meet their needs at a price they can afford. The previous London Plan (2016) had set an annual monitoring target of 2,349 homes for Barnet between 2015-2025, with a minimum provision of 23,489 over the same 10 year period. In the new London Plan 2021, the 10 year target for 2019/20 – 2028/29 is 23,640 for Barnet.

The London Plan states that non-self-contained accommodation for students should count towards meeting housing targets on a 2.5:1 ratio. Therefore the proposed 181 student units would give a figure of 72.4 conventional housing units; which would assist Barnet in meeting 10 year housing target. Taking the Hendon Hub project overall, including the redevelopment of RFC site (21/4709/FUL) the total figure would be 254 units. This would be an important contribution to Barnet's 5 Year Housing Land Supply.

The student accommodation should be operated directly by Middlesex University and if not then a Nomination Agreement would need to be secured for the majority of the

bedrooms in perpetuity in line with London Plan Policy H15 and Local Plan DM09. This would be secured through the formal legal agreement.

In accordance with London Plan Policy H8 and Local Plan Policy DM07 all thirteen of the existing residential units which would be lost on site (together with the seven lost at the RFC site) would be re-provided under the redevelopment at RFC, application 21/4709/FUL. Overall therefore the Hendon Hub Regeneration project delivers 28 new affordable homes (an uplift of 8 new units) with an improved housing mix of 1 and 2 bedroom units, reflecting DM07, DM08 and CS04.

Affordable Housing

London Plan Policy H15 and Local Plan Policy DM07, DM08, and Draft Policy HOU4 all require the provision of Affordable Housing on the site for both student and residential units. 50% of the student accommodation would also be affordable in full accordance with London Plan Policy H15.

As stated in the penultimate paragraph all the residential (C3) units which would be lost from this site would be re-provided within the RFC site. All the new residential units would be affordable with 36% 'Social Rented' and 64% 'London Living Rented' tenure. The scheme would provide an overall net gain of 538.9 sqm of C3 residential floorspace.

Community/Education Uses & Social Infrastructure

This is one of seven applications which together form the Hendon Hub Regeneration project. All the existing community uses from this Meritage Centre site, involving Citizens Advice Bureau, Meridian (Chinese Mental Health), African Cultural Association and Community Hall would be relocated within the redevelopment at RFC under application 21/4709/FUL. The re-provision of these community uses is strongly supported in line with Local Plan Policies CS10 and DM13.

In addition, application 21/4612/FUL proposes the re-provision of the Peoples Dispensary for Sick Animals (PDSA) to the proposed development at Fuller Street Car Park. The PDSA is a veterinary clinic run by a charity providing free and low-cost treatment to pets in need and is considered to be a community use. The existing PDSA building has a Gross Internal Area of 226.98sqm the proposed new building would increase this to 510sqm and be designed to meet the needs of a modern veterinary practice.

Care Housing

As the council policy team highlight, 30 Church End is a Victorian semi-detached dwelling that is currently used as a residential care facility, the intention as part of the redevelopment of this site is to re-provide with a purpose built facility in Block 4 of the proposed development. Officers consider that this would better serve the needs of the community and residents with more space. This would meet Policies CS10 and DM07 and DM13 regarding the re-provision of housing / community facility, as well as CS4, CS11, DM09 and draft Policy HOU04 and H12 of the London Plan regarding specialist housing.

Shared Living

The new proposed Block 4 on the corner of Church End and Church Road would also contain 33 shared living units for young adults. Policy H16 of the London Plan and draft Policy HOU04 sets the requirements for this type of accommodation. A draft management plan has been submitted which officers consider note should be formalised through a legal agreement before occupation. Officers have also sought to clarify and confirmed by the applicant that, all proposed living accommodation units within shall not be self-contained or capable of being used as self-contained homes

Health Centre

The proposed Health and Well-being Centre would be located within an 'Edge of Centre' location, i.e. within 300 metres of the Brent Street District Centre boundary [190 metres to boundary] and will be accessible via buses from along Brent Street and walking and cycling from surrounding areas. The applicant has confirmed that the provision of the Health Centre is being proposed following consultation with the NHS and local GPs. This is therefore strongly supported and in accordance with London Plan Policy S2 and Local Plan Policy CS11 and DM13.

Retail Use

The proposals would result in the loss of the vacant newsagent, no.46 Church End (52.25 sqm GIA). In accordance with Part (iv) of Policy DM12 the applicant marketed the vacant unit beginning in December 2019 and the property was also advertised on the Council's property website. Officers are content that this meets Policy requirements of DM12 and that the loss of this use is acceptable.

3.2 Housing Quality

A high quality built environment, including high quality housing in support of the needs of occupiers and the community is part of the 'sustainable development' imperative of the NPPF. It is also implicit in the new London Plan 2021. 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.

Provision of accommodation for future occupiers

There are no defined space standards for student accommodation specifically set out in the London Plan. However Policy H15 does state that student accommodation should provide adequate functional living space and layout for the occupants. The proposed development would provide student accommodation with adequately sized rooms and good-sized communal areas. The applicant has confirmed that typical student residential units would have an internal GIA of minimum of 11.5sqm and a typical disabled room minimum of 18.5msq. In addition, on each floor there would be separate large communal areas serving each core.

The proposed care rooms are provided as studios with an ensuite bathroom. The provision and layout of each of these rooms is considered to be acceptable. There is a large communal area on the ground floor and other smaller communal areas located on each floor around the building which facilitate a number of uses and

provide different activity opportunities for future occupiers. Overall, the proposed accommodation is found to be acceptable for future occupiers.

Outdoor amenity spaces are also provided within a secluded area to the north of Building 1. The proposal includes landscaping improvements across the site and is located within 100m to Sunny Hill Park directly to the north.

Wheelchair Accessible Housing

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 Accessible housing. However this is not directly applicable to purpose built student accommodation.

Nonetheless the planning submission sets out that 5% of the total number of student rooms would be provided as wheelchair adaptable, which is supported.

Secured by Design

Policy DM01 requires that the principles set out in the national Police initiative, 'Secured by Design' should be considered in development proposals. The proposed development was subject to consultation with the Met Police who have raised no objections subject to the standard condition. Therefore a condition would be attached to any permission requiring the proposed development and design to achieve Secured by Design accreditation.

Daylight/Sunlight – Future Occupants

A Daylight/Sunlight Report was prepared by GL Hearn. This assessment has considered the levels of daylight and sunlight within the proposed development. All of the rooms that require assessment have been assessed. It is noted that part of the development is for student accommodation. The BRE does not specify a targeted level, accordingly these have been assessed applying target for a residential room of that type.

The report confirms that the daylighting has been assessed to 291 rooms using the Average Daylight Factor. 280 rooms meet the levels recommended in the BRE. This equates to 96% compliance rate. For Block 1, 52 Rooms were assessed and 50 passed equating to a 97% pass rate. The two rooms that fall below serve the communal areas for the student accommodation. All 52 rooms in Block 2 passed.

In Block 3, 115 rooms were assessed and 108 meet the BRE guidance equating to a 94% pass rate. However all of these rooms except one serve the communal areas, the report states , the high level of daylight received to the majority of the student bedrooms should mitigate the deviations to the communal areas. The one student bedroom with reduced daylight should be treated with leniency.

Block 4, 72 rooms were assessed and 71 meet the BRE guidance equating to a 99% pass rate. The room that is subject to deviation is a Living/Kitchen Diner. It achieves a ADF of 1.37 marginally falling below the recommended 1.50 ADF target. However, the accommodation as a whole will receive good daylight levels.

The specialist report concludes that overall the high level of compliance demonstrates well designed accommodation for future occupiers to enjoy. Accordingly officers consider the standard of accommodation overall would be more than acceptable.

3.3 Design

The NPPF makes it clear that good design is indivisible from good planning and a key element in achieving sustainable development. This document states that permission should be refused for development which is of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions. It identifies that good design involves integrating development into the natural, built and historic environment and also points out that although visual appearance and the architecture of buildings are important factors; securing high quality design goes beyond aesthetic considerations.

The London Plan 2021 also contains a number of policies, such as Policy D3, promoting a design led approach having regard to various matters such as character, layout, scale, sustainability, public realm and landscaping for example. The London Plan 2021 emphasises the need for a good quality environment, with the design of new buildings supporting character and legibility of a neighbourhood. The London Plan 2021 states that buildings, streets and open spaces should provide a high quality design response that has regard to the pattern and grain of the existing spaces and streets in orientation, scale, proportion and mass; contributes to a positive relationship between the urban structure and natural landscape features, including the underlying landform and topography of an area; is human in scale, ensuring buildings create a positive relationship with street level activity and people feel comfortable with their surroundings; allows existing buildings and structures that make a positive contribution to the character of a place to influence the future character of the area; and is informed by the surrounding historic environment.

Policy CS5 of Barnet Council's policy framework seeks to ensure that all development in Barnet respects local context and distinctive local character, creating places and buildings of high quality design. In this regard Policy CS5 is clear in mandating that new development should improve the quality of buildings, landscaping and the street environment and in turn enhance the experience of Barnet for residents, workers and visitors alike. Policy DM01 also requires that all developments should seek to ensure a high standard of urban and architectural design for all new development and high quality design, demonstrating high levels of environmental awareness of their location by way of character, scale, mass, height and pattern of surrounding buildings, spaces and streets. Proposals should preserve or enhance local character and respect the appearance. Policy DM03 seeks to create a positive and inclusive environment that also encourages high quality distinctive developments. The above policies form the basis for the assessment on design.

The submitted Planning Statement along with the Design and Access Statement (DAS), outlines the evolution of the masterplan. The proposed design emerged from an understanding of the site and context, heritage setting and a consideration of both the constraints and opportunities of the site. The development has followed a design and heritage-led approach which seeks to optimise the use of public land. Appropriate consideration has been given in terms of height, massing, materials and layout to the character and buildings on Church End, Church Terrace, Prince of Wales Close and Church Road.

Section 5 of the DAS illustrates the evolution of the masterplan following the extensive pre-application discussions with officers over the period of 16 months, plus public and stakeholder engagement. The application is also accompanied by an ES and Heritage and Visual Impact Assessment (HTVIA). The HTVIA provides an assessment of the impact of the proposed development on heritage, townscape and visual receptors.

Conservation Area & Heritage Assets

Barnet Policy DM06 indicates that all heritage assets will be protected in line with their significance and development proposals must preserve or enhance the character and appearance of Barnet's conservation areas.

The Planning (Listed Buildings and Conservation Areas) Act 1990 sets out the statutory duties for dealing with heritage assets in planning decisions. In relation to listed buildings, all planning decisions should “have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses”.

Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (PLBCAA 1990), imposes a statutory duty on Local Planning Authorities and states that “In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses”. Under Section 72(1) there is also an equivalent duty in regard to the desirability of preserving or enhancing the character or appearance of the conservation area.

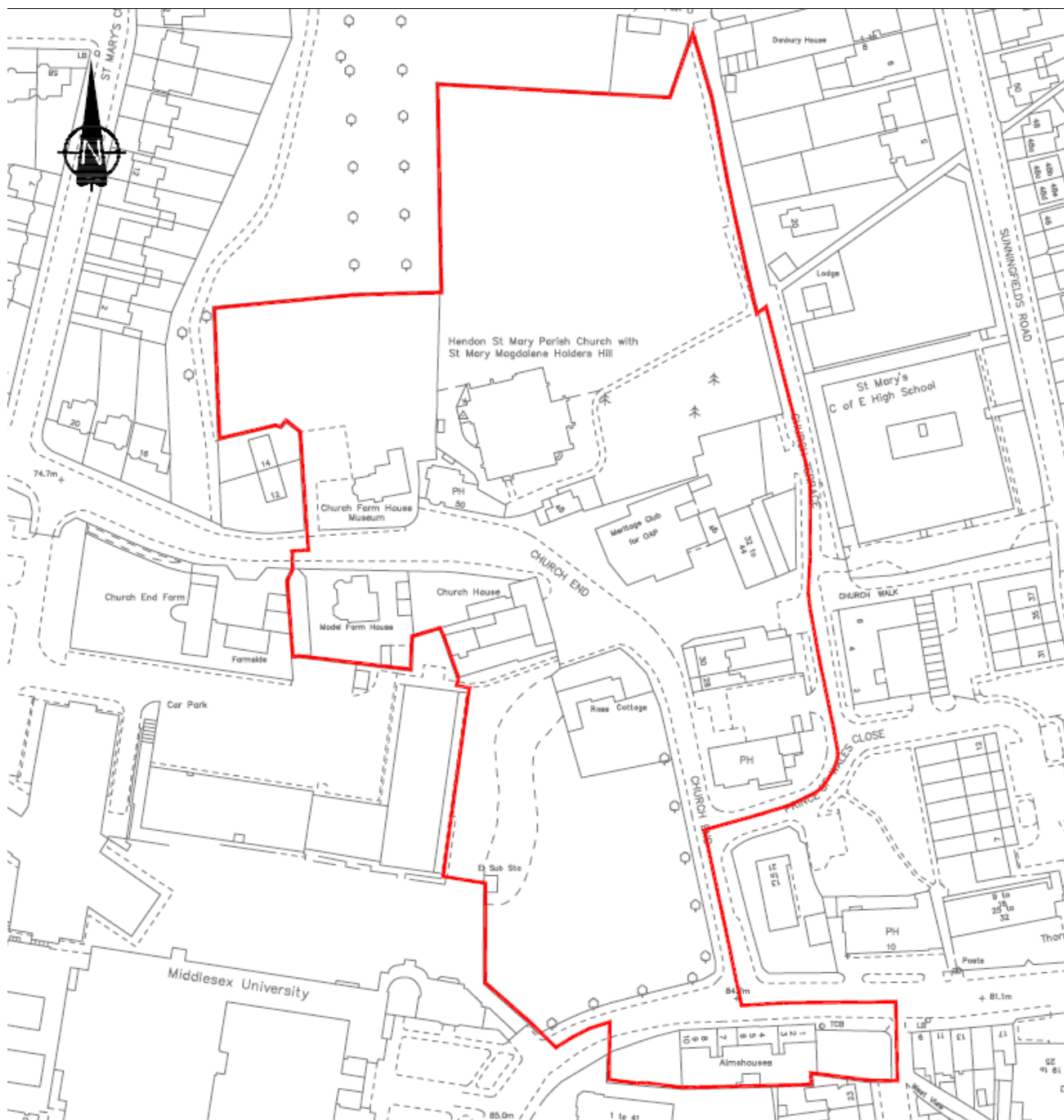
The NPPF (Paragraph 199) states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

At Paragraph 202 the NPPF confirms where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use. In addition the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application (Paragraph 203).

Part of the site, Blocks 1 and 2 are located within the Church End Conservation Area to the eastern edge. There are no Statutorily Listed Buildings within the site; however, there are surrounding the site. These include the Parish Church of St Mary (Grade II*) which would be closest to Building 1, and associated Tombs (Grade II); Church Farmhouse Museum (Grade II*) to the north east. The Daniel Almshouses (Grade II) is to the south of the site.

20 Church End (formerly The Chequers Pub), Rose Cottage, The Greyhound Pub and Church House are all Locally Listed.

Church End, Hendon Conservation Area:












The two extracts below are taken from the applicant's formal submission. The first shows the map highlighting the application site and heritage assets along with the table identifying the relevant listed buildings.

Figure 5: Statutory and Locally Listed and other non-designated heritage assets



The statutory and locally listed buildings are shown below:

- Model Farm and Milking Parlour, Greyhound Hill (Grade II) 
- Church Farm House (Grade II*) 
- Parish Church of St Mary (Grade II*) 
- Various Structures within Church Grounds [nearest to site boundary (Grade II)] 
 - Headstone of Thomas Thatcher in S Marys Church Yard
 - Unidentified chest tomb 15 metres south of east of Church in church yard.
 - Tomb of John Haley in Church Yead
- Rose Cottage, Church End, NW4 4JT (Locally Listed) 
- The Chequers PH, No. 20 Church End, NW4 (Locally Listed) 
- The Greyhound PH, No.50 Church End, NW4 (Locally Listed) 
- Church House, No. 49 Church End, NW4 (Locally Listed) 
- 28 Church End (Page 46 of the Church Hendon Church End Conservation Area Character Appraisal and Management Proposals Document (November 2012) considers 28 Church End to make a positive contribution to the Church End Conservation Area) 

The main considerations in the assessment of the proposal in regard to heritage are:

- Demolition of the existing buildings Meritage Centre, 28 and 30 Church End within the Church End, Hendon Conservation Area;
- Impact of the new development on the settings of the Conservation Area, Listed Buildings and any non-designated heritage assets.

However these matters are to be considered together as part of the overall judgement of the proposal.

Demolition of existing buildings within Hendon Church End Conservation Area

Hendon Church End Conservation Area was first designated in 1983 and subject of an Appraisal and Management Proposals document adopted in 2012. It has a linear form essentially on a north-south axis with St Mary's Parish Church at the centre. The Conservation Area primarily runs along Church End, with just a single rear access road, Church Terrace, which runs to the rear of 20 Church End (formerly The Chequers Public House) and St Mary's churchyard, ending at Sunny Hill Park.

The Character Appraisal identifies the key views with one of those looking northwards along Church End featuring key buildings. It confirms that St Mary's at Hendon Parish Church and Churchyard is the principal building within the Conservation Area, pg35.

In regard to the Meritage Centre building which dates from the 1970/80's, it states at pg34,

"The Meritage Club and modern shops, offices and flats complex sit right in the heart of the Conservation Area... As a recent development, they do not sit comfortably with the local vernacular of the majority of the buildings within the Conservation Area and detract from the established character."

The Conservation Appraisal identifies 28 Church End as a building that contributes positively to the character and appearance of the conservation area, by reference on a map on pg52. Although it acknowledges within the main text of the appraisal that it is 'overpowered' by 30 Church End on pg34.

The Council's Heritage Officer has reviewed the scheme and associated heritage reports and documents. The officer comments that,

The buildings proposed for demolition include the Meritage Centre and Nos 28 and 30 Church Terrace. All lie within the CA. The Meritage Centre dates from the 1970/80's. No. 28 is the remaining house of a terrace dating from the mid-19th century. No.30 dates from the 1950's. Whilst the Meritage Centre is not considered to be of any architectural or townscape merit, No.28 is indicated in the Hendon, Church End Area Character Appraisal as making a positive contribution to its character and appearance. No.30 is not referred to in the appraisal. The proposed demolition of No.28 will have an adverse impact given its contribution to the CA. Its retention was not considered feasible in view of the proposed layout of buildings on the site. The loss should be considered against other improvements to the conservation area as part of this proposal and any other benefits that result.

The opportunity to introduce new, more appropriate buildings, spaces and landscaping presents itself as a result of the proposed demolition of the Meritage Centre, being the dominant structure and the element closest to St. Mary's Church and churchyard, but detracting from the area's character and appearance. The character appraisal comments that the buildings which form the Meritage Centre 'do not sit comfortably with the local vernacular of the majority of the buildings within the Conservation Area and detract from the established character.'

Historic England's comments have also been noted. On balance, officers consider that the loss of the existing Meritage Centre and 30 Church End would not result in any harm to the Conservation Area. 28 Church End is not statutorily or locally listed however is identified as making a positive contribution to the character and appearance of the conservation area. This contribution though is considered to be limited. Any low-level harm that may arise from its loss is to be weighed against the enhancements to the conservation area through the removal of buildings which detract from the conservation area; and the improvements the new development would bring overall. This low level of harm is considered to be less than substantial harm.

Listed Buildings

The listed buildings in vicinity to the application site and within the conservation area have been detailed within the applicant's heritage report and have been duly considered. It has been accepted by all parties, including Historic England that the

key listed building to consider is Parish Church of St Mary. The details are set out below:

Parish Church of St Mary – Grade II* Listed Building.

Entry Number: 1359029

Listed: 3rd February 1950

Details: *Mid C13. Rendered. Slate roof. Nave, chancel and north aisle with early C16 north chapel. Later nave and south aisle by Temple Moore 1914-15 to replace original south aisle. Small C15 ragstone west tower. East window early C15. Flat pitched, 4 bay timber roof to nave and north aisle C15. Font, fine C12 square with 8 inter-secting enriched arcades to each face. Window to north chapel - Kempe and altar screen - Bodley. High altar hangings and posts by Comper. Monuments include deeply incised black marble slab to Sir Jeremy Whichcot d.1677, William Rawlinson d.1703, Sir Charles Colmore 1806 by Flaxman, Giles Earle 1811 by Charles Harriott Smith. Sir Stamford Raffles d.1826. Founder of Singapore.*

The proposed development would not affect the principal elements of significance of the Church nor one's ability to appreciate the historic interest of the church. The key assessment is to the setting of the heritage asset.

In assessing its significance, the submitted Heritage Report (HTVIA) identifies that the building has high architectural and historic significance. The applicant's heritage report confirms the principal setting is that of its churchyard with its intact historic boundaries. The principal contribution made to the significance of the church is contained within its immediate setting to the church yard, close views to the church from the east and west approaches and approach from Greyhound Hill.

Views of the church from the south along Church End and Church Terrace are the most important and are part obscured by the unattractive Meritage Centre. Similar to the positive effects on the conservation area, the removal of these blocks would have a positive effect on the approach/views to the Church from the south. Furthermore the setback of blocks 1 and 2 fronting Church End along with the improved landscaping would open and enhance views towards the Church travelling north. In addition the built form and footprint of the building 1 has been moved further away from the boundary to the Church to increase the spatial distance between the two. In addition the layout and built form to the rear has also been carefully considered so that important views to the cedar tree and open space within the churchyard are also respected.

The Council's heritage officer has also acknowledged the enhanced views north to the Church stating:

At its closest point to St Mary's Church, the front building line of block 1 has been intentionally set back to open up views towards the church in Church End and within Church Terrace, views towards the church and the mature trees within the churchyard have been maintained. It is recognized that elements of blocks 1 and 2 have been reduced in height from 3 and 4 storeys to 2 and 3 storeys. Blocks 1 and 2 are lower in height fronting Church End, where there is greater sensitivity and to reduce their visual impact in the streetscene. This is welcomed and reduces their visual prominence and impact within the CA and on setting of the listed church.

It is noted that a number of memorials within the churchyard are listed, however by their nature and location within the church grounds, there would be no harm to the ability to appreciate these memorials. The proposed development would therefore cause no adverse impact to the settings of these listed structures.

Block 4 is located to the south of the application site at the corner of Church End and Prince of Wales Close. It is set around 30m to the north of Daniel Almshouses (Grade II) and separated by the busy main road and has existing mature trees along the boundary fronting Church Road. The new building would be a storey higher however the building remains perpendicular to the road with the additional mass added to the north along Prince of Wales Close. Therefore it is considered that there would be no adverse impact to the setting of this listed building.

Non-designated heritage assets

20 Church End (formerly The Chequers) has been repeatedly modified over recent decades and now features multiple extensions which result in the substantial redevelopment and alteration of the building including its roof form. Other locally listed buildings are positioned and orientated so that they would not be affected. Therefore the proposed development would have no adverse impact on any non-designated heritage assets.

Setting on Hendon Church End Conservation Area

The applicant's detailed submission confirms the massing has been carefully considered across the Site to provide coherent architectural forms that relate to each other and that respond to the character of the conservation area. The scale and mass of the proposals has also been refined throughout the design process and in consultation with officers and Historic England.

As noted above, blocks 1 and 2 are lower in height fronting Church End, where there is greater sensitivity and to reduce their visual impact in the streetscene with the modest increase in height set to the east along Church Terrace. However these blocks are set further back from the edge and are now activated at street level with additional improvements to the public realm. The proposal also seeks to uplift the neglected spaces to the rear (east) of the Conservation Area along Church Terrace.

The submission documents highlight that, height has been carefully considered and, alongside massing and scale, have been tested at length through the pre-application process via modelling and key view evaluation with a resultant reduction in both the initial proposed height of the scheme and the footprints.

Historic England have also noted the reduction in height and confirmed that the 2 storey height fronting Church End is 'broadly appropriate'. They also confirm that the proposed layout does preserve a pedestrian connection west from the junction of Church Walk and Church Terrace to connect with Church End.

The development of Blocks 3 and 4 outside the conservation area enhance the setting of the conservation area by removing existing unattractive buildings and replacing them with buildings of an appropriate scale and design. As the council's heritage officer notes, their scale is slightly larger at 4 storeys, but with the upper storey's set into the roofspace and featuring dormer windows. Their contemporary

design is considered to be appropriate and an enhancement within the streetscene relative to the existing buildings on the two sites.

The proposed landscaping is a fundamental element of the overall proposal which would provide numerous enhancements to the currently poor public realm of this area of the Conservation Area and the immediate context. To the front (west) of the site a new landscaped public courtyard would be introduced with important existing trees maintained. The public realm to the rear (east) along Church Terrace are also improved with new building lines set back from pavement edge. Views are also maintained towards the churchyard and important trees within the church grounds.

Views

The visibility of the scheme has also been considered from the surrounding areas throughout the design process to ensure there would be no detrimental visual impact. The planning submission is supported with both photographic and measured surveys (prepared by vista3d) undertaken at a number of viewing points from the surrounding area and key vantage points, which had been agreed with heritage and design officers during the pre-application discussions.

Whilst it is accepted that the assessment of any proposal is best understood as part of a kinetic moving experience around the site and vicinity, the viewpoints do help to provide a snapshot to demonstrate that there are no adverse impacts to the either the heritage assets, residential properties or the character and appearance of the area.

The development would be visible in a number of views within the conservation area as identified in the conservation area appraisal. However the redevelopment of the site would not affect the majority of the views identified in the appraisal. The principal positive impact would be on views north along Church End towards the church, which would be opened. Viewpoints 15, 18 and 19 help illustrate this to some extent. Views of the site when approaching from the west would also be enhanced, travelling up from Greyhound Hill. This is illustrated with Viewpoint 17.

Materiality

The application submission confirms the materiality of the new buildings has been carefully considered to respond to the surrounding context, drawing from elements such as the traditional brickwork, and the arrangement of fenestration. The variety in materiality and form of the buildings breaks down the mass of the buildings and reflects the grain of the surroundings.

Building 1 would be largely red traditional brickwork reflecting the conservation buildings such as the Farm House Museum and Vicarage, 48 Church End. This also connects with St Mary's School at Church Terrace, creating a continuity along this new street frontage. Black stained timber reflecting the traditional weatherboarding of the area (48 Church End) is proposed at upper levels to define form and break the overall mass. The brick palette is further defined by texture in the form of corbelled brick and deep reveal windows to give added relief to the elevations. The roof line has been deliberately articulated with pitched roofs reflecting a more traditional plot width and thereby breaking the overall mass of the building. Natural slate tiles are proposed for the roof again in keeping with the surrounding skyline.

These principles continue for building 2 also within the conservation area. For this building a palette of more buff traditional brickwork reflecting the brick flanks of Church House or the lower floor of the Model Farm House are proposed.

Buildings 3 and 4 provide the opportunity for more contemporary materials (outside of CA) that would provide a modern interpretation of the materials found in the conservation area. For building 3, again a clean visual palette of largely traditional brickwork is proposed, now in a buff colour. Tying in with the brickwork to the extension opposite at 20 Church End. A dark grey ribbed brick base contrasts with the lighter buff brick providing visual interest and gives the building a strong base. A mansard roof with dark metal dormers using ceramic roof tiles, would give a contemporary whilst providing visual interest and a varied form to the skyline and upper level.

Building 4 would have a darker red reflecting the nearby Alms Houses creating some visual synergy with its context. This palette is further defined at ground level by a textured corbelled brick adding visual interest at ground level. A mansard roof solution at the upper level with dark metal dormers gives a contemporary feel whilst reducing mass. The upper level would be finished in red ceramic roof tiles.

The council's heritage officer has worked closely with the applicant's design team and reviewed the submission, commenting that the palette of traditional facing materials of red brick, natural slate, clay tiles, dark-stained timber weatherboarding and vertical tile hanging is an appropriate response to their context.

Officers consider that the selection of appropriate materials for each of the buildings will be very important, as will the attention to detail of individual features and the use of high quality hard and soft landscaping. Accordingly notwithstanding the detailed submission, these matters will be controlled by way of conditions.

Summary

Taking all matters into consideration, officers views are that the new buildings would at the least preserve the character and appearance of this part of the Conservation Area. The Council's heritage officer concludes that although some minor harm would result from the loss of no.28 Church End as a positive contributor to the conservation area's character, this will be less than substantial and should therefore be weighed against any benefits that might outweigh that harm.

The proposed development and new built form is of an appropriate scale and design and are considered acceptable. The proposed development also results in certain improvements to views within the conservation, particularly with respect to the church. As the Council's heritage officer confirmed Blocks 1 and 2 are lower in height fronting Church End, where there is greater sensitivity and to reduce their visual impact within the CA and on setting of the listed church. Historic England also accept that the proposed heights of Blocks 1 and 2 are acceptable. Therefore on balance officers consider that any harm through the 'coarseness of grain' as identified by HE is clearly less than substantial harm and should be weighed against the public benefits of the proposal. This means the setting of nearby listed buildings and St Mary's Church in particular, would at the minimum be preserved.

Therefore taking account of the condition of the site as a whole and the effects of the proposed development as a whole, it is considered that the beneficial aspects of the

development are capable of outweighing any low level harm that arises from the demolition of No. 28 and the setting of the Church. Furthermore the Council's heritage officer has also highlighted that through subtle modifications to certain elevations (to blocks 1 and 2) could result in further improvements to their visual appearance. The buildings contribution to the conservation area's character and appearance will also be dependent on the landscaping of the public route between Church End and Church Terrace, and on the architectural detailing and the use of good quality traditional materials.

Historic England have also recommended measures to mitigate the harm (less than substantial), which include streetscape improvements, boundary treatments, street furniture and paving.

These beneficial aspects in terms of the impact on heritage assets are identified as:

- The removal of the existing Meritage Centre building itself.
- The removal of buildings outside the conservation area but that detract from its setting.
- Replacement buildings outside the conservation area that enhances the setting of CA.
- Enhancements to the permeability and landscaping of the site.
- Opening up views of Parish Church of St Mary (Grade II* Listed) from Church End (benefitting both the setting of the church and the conservation area directly)
- Public realm improvements

The applicant has also provided a list of the non-heritage public benefits which include:

- Optimising the reuse of previously developed land for housing and social infrastructure – as part of the wider regeneration project.
- Delivery of student accommodation for Middlesex University - 50% affordable student accommodation.
- As part of the wider of regeneration project, significantly enhanced teaching space and ancillary facilities. The University is one of Barnet's largest employers, employing c.1,500 local and London-based staff.
- Re-providing improved community space and allowing for the release of site for redevelopment.
- 100% 'affordable' purpose-built shared accommodation.
- Enhanced landscaping across the whole masterplan area.
- 53.45% on-site Net Gain in Biodiversity (National Government target 10%).
- Economic effects on local and regional economy during construction and operational use, e.g. job creation, wages as detailed within the ES.

As required by the NPPF, applications that directly or indirectly affect the significance of a designated heritage asset, the harm should be weighed against the public

benefits of the proposal including, where appropriate, securing its optimum viable use. Policy DM06 also requires a balancing of harm with identified benefits. Following the assessment undertaken and set out above, it is considered that the conservation area would at the least be preserved through careful consideration and implementation of the measures outlined, and that any low level harm is clearly outweighed by the heritage and non-heritage benefits identified above.

The cumulative impact of the applications has also been considered as part of the overall impact of heritage issues. The EIA confirms the effects relating to individual sites and Townscape, Heritage and Visual Impact aspects do not interact with each other. This is because there is no direct intervisibility between the Proposed Developments. Therefore it is considered that there would be no adverse cumulative impacts on the heritage assets even when the developments are considered overall.

For the reasons given in the report above, it is identified that there would be less than substantial harm to the significance of the designated heritage assets which although of a limited nature has nonetheless been given considerable weight by officers.

As stated above, in arriving at its planning judgement officers have had fully in mind the requirements of sections 66(1) and s.72(1) of the P(LBCA)A 1990, by which Parliament intended that the desirability of preserving the settings of listed buildings and conservation areas should not simply be given careful consideration but “considerable importance and weight” when carrying out the balancing exercise. This gives rise to a strong statutory presumption against granting planning permission for development which would cause (any) harm to the settings of listed buildings or the settings of conservation areas, even where the harm would be “less than substantial” the balancing exercise cannot ignore the overarching statutory duties imposed by sections 66(1) and s.72(1). In the present instance, officers have therefore attached considerable importance and weight to the section 66(1) and s.72(1) duties when carrying out this assessment and have found that having regard to the less than substantial harm caused (as identified above) to heritage assets any presumption against the grant of consent has been clearly displaced by the substantial public benefits arising from the proposal.

In this case there would be a package of benefits that would arise from the development which have been attributed substantial and moderate weight. With limited weight applied only to the financial benefits. In accordance with the NPPF it is considered that the overall package of these public benefits is of considerable and substantial importance which would clearly outweigh the harm to heritage assets notwithstanding the considerable weight given to the ‘less than substantial harm’ that would arise from the proposed development.

3.4 Amenity Impact on Neighbouring Properties

Privacy/Overlooking and Outlook

The Barnet Residential Design Guidance SPD states there should be a minimum distance of about 21 metres between properties with facing windows to habitable rooms to avoid overlooking, and 10.5 metres to a neighbouring garden. Shorter distances may be acceptable between new build properties where there are material justifications.

There are no adjoining residential properties identified which would be adversely affected by the proposed development. Rose Cottage to the west is set significantly away, over 20m and faces north-south so that the side ends of the building face the main road, Church End. Building 1 would be set behind the line to the nearest property, 48 Church End and set considerably further into the centre of the application site to increase the separation distance. This together with the proposed enhanced landscaping to the front of the site would improve the outlook.

20 Church End is to the immediate south. Following the various permissions granted and the extensive redevelopment it is noted that the three closest habitable rooms facing the application site, are two bedrooms and one living room. However this first floor level is set approximately 17m away from the southern elevation of building 2. The third storey element of building 2 is set to the back and would not directly face this property. Therefore given the limited number of windows and the separation distance it is considered that the outlook and privacy from this property would not be so significant to merit grounds for objecting overall to the proposal.

The residential properties on the Prince of Wales Close to the south are off-set and do not directly overlook building 3 which is the nearest block. Building 4 is also over 21m away to the west of these properties and would be provided screening from the existing and proposed trees.

Properties on Fuller Street are to the north east of building 3 however these are over 21m away. Finally although clearly not a residential property, St Mary's School to the north east of building 1 is also over 20m away. Therefore it is considered there are no residential properties within the vicinity which would be adversely affected by the proposal.

Daylight/Sunlight

The applicant has undertaken a Daylight, Sunlight and Overshadowing assessment for the proposed development and neighbouring residential properties based on the approach set out in the Building Research Establishment's (BRE) 'Site Layout Planning for Daylight and Sunlight: A Good Practice Guide' (2011).

The BRE guidelines explain that the guidelines are not mandatory and that the guide should not be seen as an instrument of planning policy; its aim to help rather than constrain the designer. Although it gives numerical guidelines, these should be interpreted flexibly since natural lighting is only one of many factors in site layout design. In special circumstance the developer or planning authority may wish to use different target values.

A Daylight/Sunlight Report has been prepared by GL Hearn in support of the proposed development. The daylight and sunlighting has been assessed to 15 of the neighbouring properties. This include the assessment of residential accommodation and buildings of special purpose, on Church Terrace, Fuller St, Prince of Wales Close, Church End and Church Road.

Daylighting has been assessed 271 windows using the Vertical Sky Component. 268 windows will achieve BRE compliance, which equates to a 99% pass rate. Sunlighting to the properties has been assessed using Annual Probable Sunlight Hours and 137 windows have been assessed. Annually 137 windows achieve the levels

recommended in the BRE. During winter months 137 windows achieve BRE compliance. This equates to a pass rate of 100% annually and 98% during winter.

The report concludes that the proposed development would not materially affect the adjoining properties' daylight and sunlight amenity. Based on the high level of compliance the proposed development is considered acceptable.

Noise

A Noise Impact Assessment was produced by GL Hearn (see report for full assessment and details of proposed mitigations). The site is considered suitable for the proposed development with respect to environmental noise levels provided that plant noise emissions are controlled.

No significant new or cumulative operational noise impacts are identified for neighbours as a consequence of the proposed development. Whilst there is an increase in the intensity of use of the site, the use is consistent with the existing area and residential character of the wider area. The accompanying 'Noise and Vibration' chapter within the Environmental Statement covers the effects of noise and vibration during both construction and operation of the proposals at the MC site. This identifies potential adverse impacts however through mitigation and the imposition of appropriate conditions this would be considered acceptable.

The proposal has been reviewed by the Council's Environmental Health team and conditions are recommended ensuring that any plant or machinery associated with the development, extract and ventilation equipment, achieves required noise levels for residential environment.

In considering the potential impact to neighbours, conditions are recommended to ensuring that any plant or machinery associated with the development achieves required noise levels for residential environment. The council's environmental health team have also recommended appropriately worded conditions for noise reporting and impact mitigation, extract and ventilation equipment and plant noise. It should be noted that any excessive or unreasonable noise is covered by the Environmental Protection Act 1990.

Air Quality

An Air Quality Assessment was produced by GL Hearn and an air quality neutral assessment has been undertaken in line with GLA guidance. The assessment concluded that the Development is expected to be Air Quality Neutral in terms of both building and transport emissions.

The development proposal and details were reviewed by the Council's Environmental Health team who have advised that the proposed development is acceptable. The proposal does not, in air quality terms, conflict with national or local policies, or with measures set out in the London Borough of Barnet's Air Quality Action Plan. There are no constraints to the development in the context of air quality.

The councils environmental health team conclude the air quality report is acceptable, and it states that mitigation is required to control dust emissions, therefore the appropriate condition should be included. The report states that dust will be negligible, however due to surrounding premises which include vulnerable people,

(at Prince of Wales, St Mary's and St John's CE School and at Happy Journeys day nursery) dust monitoring should be carried out. Data should be readily available to view should any complaints arise. Therefore suitable conditions will be added.

Suitable conditions are attached regarding ventilation and the submission of details of proposed plant and equipment. In respect of traffic and parking impacts on air quality, the levels of parking are controlled and the travel plan statement encourages sustainable travel modes to and from the site. In respect of the design, the scheme contributed towards overall reductions in CO2 production, having regard to energy and sustainability policies.

3.5 Transport / Highways

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.

The application was accompanied with a Transport Assessment which has been reviewed by the council's transport highway officers who have provided detailed comments as set out below.

Existing Conditions

Based on TfL's WebCAT tool the site PTAL value varies between 1b and 3 which indicates poor to average levels of accessibility. Taking this into account, measures that seek to improve the public transport accessibility and active travel credentials of the site should be a priority in order to deliver a sustainable development in transport terms.

The TA suggests that the site's PTAL value is 4 and therefore the site has a good level of accessibility. The current Transport For London (TfL) PTAL calculation do not take into account all the buses in the area and the applicant has undertaken additional PTAL calculations (included within the appendices) accounting for all the bus routes and that Hendon Central is within a walkable distance. LBB officers agree that the WebCAT tool is potentially underestimating public transport convenience in this location given the very close proximity to the PTAL 4 boundaries.

The site is occupied by community and health land uses which are planned to be re-located to the Ravensfield and Fenella site and to be assessed / determined separately. For example, the PDSA is planned to move into the Fuller Street car park site which is subject to a separate application.

Baseline Transport Data

The nature of the development is to provide student accommodation near to the existing University campus. There will be no net increase in the total number of students at the University. As existing students travel to the University including from Wembley, where there is an existing halls of residence and will close, the development will reduce the number of students travelling and therefore reduce the use of tube, rail and bus. An analysis of TfL's bus usage data from the 2018 Bus Origin Destination Surveys (BODS) has confirmed that there is spare capacity along the selected bus routes including the 183, 240 and 326 through Hendon.

The Personal Injury Accident (PIA) review that has been provided is based on the 'Crashmap' database and therefore does not provide sufficient details as to the exact nature of the incidents and possibly does not contain the most current data. The TA concludes that 'the data does not suggest that there are any safety issues that need to be taken account of and resolved as part of the re-development proposed for the site.' LBB cannot verify this based on available data and have requested a more detailed PIA review. This is being undertaken and will be included with the results of the Active Travel Zone healthy streets assessment.

Proposed Development

The planning application seeks to provide the following:

- 181 student accommodation units;
- 33 shared living accommodation units;
- Community space (125 sqm); and
- Health and Wellbeing Centre (Class E, 470 sqm).

The applicant has confirmed that the student accommodation units are all single bedrooms. The shared living accommodation is for "assisted" living and they are not expected to generate parking demand.

Car Parking

It is proposed to provide 7 accessible (disabled) vehicle parking spaces plus 6 standard vehicle spaces with no restrictions. The accessible spaces are located three on the east side of Church Terrace in front of Building 3; there are three spaces perpendicular to Church Terrace to the east of Building 1; and one final space on the southern end of the row of seven parking spaces (the other six being standard) located on the northern edge close and north of Building 1.

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 proposed low levels of parking would only be supported by the LB Barnet Transport Team subject to the following:

- Satisfactorily provision of sustainable transport and active travel measures / improvements;
- Implementation of a Travel Plan (to be conditioned);
- Protection of the local amenity from overspill parking via review / expansion of the Controlled Parking Scheme (CPZ);

- Residents of the development should be prevented from applying for on-street parking permits; and
- Implementation of a Parking Design and Management Plan (to be conditioned).

It is proposed for students to sign an agreement in their accommodation contracts preventing them from bringing cars into the University campus. Students would also not be able to apply for permits within the CPZ area. These measures would need to be appropriately secured.

The site is currently located within a CPZ (Monday-Friday 10am to 5pm and 11am to 3pm in other areas). However, the hours of control do not cover the general peak periods of residential parking demand. Therefore, there is concern that the proposed development with low on-site car parking provision would have potential for overspill parking onto the surrounding road network resulting a negative impact on the local amenity.

It is considered that the proposed development should help enable a review / expansion of the CPZ scheme in order to address the above concerns. LBB to request for a financial contribution towards a CPZ review / upgrade (secured via s106 agreement).

The development seeks to result in nil-detriment to parking availability within the local area (i.e. any lost parking spaces as a result of the development will be re-provided close by). The development shall result in 10 parking spaces being lost. It is proposed to provide 11 new parking spaces along the Prince of Wales Close. A fully dimensioned plan should be provided showing the existing parking spaces to be lost and the location of the proposed spaces.

A review of Traffic Orders in relation to on-street parking bays and prevention of on-street servicing / loading should also be undertaken and secured through the formal legal agreement.

Cycle Parking

The proposed levels of cycle parking proposed does not appear to comply with the minimum standards set out within the London Plan (e.g. student accommodation 0.75 long-stay spaces per bedroom plus 1 short-stay space per 40 bedrooms). Cycle provision should cover all land used proposed not just the proposed living accommodation.

Details of cycle parking provision / facilities should be in accordance with the London Plan and London Cycle Design Standards. There is capacity both within the site and within the wider university campus for cycle parking. Therefore this requirement can safely be controlled by way of a condition, which can be added.

General Layout

Whilst details of the proposed layout have been submitted further details are required. Thus, notwithstanding the details submitted, fully dimensioned layout plans, car parking layout plans, swept path analysis etc. shall be secured by condition for submission prior to construction.

The applicant has confirmed that no new sections are being given up to become adopted highway and there are no Stopping up applications, however there are some changes to access arrangements to some of the sites. For example, the small five-space car park adjacent to 13-21 Prince of Wales Close will be removed as part of the 10 parking spaces being lost and 11 new ones provided.

Healthy Streets Assessment/ATZ

A detailed Active Travel Zone assessment of the key walking and cycling corridors surrounding the Development is being undertaken by the applicants. Proposed improvements within reasonable distance from the site will be included within the s.106 agreement for funding contributions towards their implementation. This is in line with LBB and TfL sustainable travel policies and future mode share targets.

Trip Generation and Impact Assessment

The TA confirms the TRICS database has been used to undertake an assessment of the potential vehicle trip generation of both the existing and proposed developments, a full breakdown of the different land uses is also provided at Appendix E. Comparing Table 7.1 (existing) to Table 7.3 (proposed) the development would generate more person trips than the existing; 670 compared to 509 during the course of the day, which would be expected as the site currently has limited residential facilities. The TA states that the analysis undertaken using TRICS shows that there is expected to be a decrease in vehicle trips. In the AM it is predicted that there will be 9 less two-way vehicle trips and in the PM, there is likely to be 23 less two-way trips as shown in Table 7.2 and Table 7.4.

However the full TRICS output reports and the selection process / criteria used to identify comparable sites should be clearly set out for review purposes (this applies to both existing and proposed land uses). Therefore highway officers have requested further details in order to clarify this data.

Travel Plan

A Framework Travel Plan has been produced; Barnet transport Officers require that a more ambitious target for should be set to further encourage uptake of sustainable travel modes. The current plan targets of an increase of 5% in public transport use and 5% decrease in car use are insufficient, and is therefore recommended to review the targets, measures and action in the Travel Plan ensuring it would be aimed to achieve the Mayor's Strategic Target of 80% trips to be made by sustainable transport modes. Details to be included of exact measures and expected time scale to achieve the targets.

The applicant shall therefore secure the final Travel Plan by s106 agreement accordingly.

Car Parking Design and Management Plan

A Car Parking Design and Management Plan should be conditioned as part of the planning consent. This would detail how car parking will be designed and how they are to be controlled / managed. Details should also be included relating to the new blended working arrangements.

Delivery and Servicing Management Plan / Refuse Collection Strategy

Details of servicing, delivery and refuse arrangements for all land uses proposed is also required. This should be supported by swept path analysis with plans demonstrating trolleying distance compliance in relation to refuse collection. The swept path analysis should show vehicles being able to successfully pass standing refuse / delivery vehicles at locations that appear to be geometrically constrained. The swept paths of the large delivery vehicles entering / leaving each of the access points should be provided.

All servicing / delivery requirements should be accommodated within the confines of the site as opposed to relying on the public highway.

A Delivery and Servicing Management Plan should be conditioned as part of the planning consent. The maximum size of vehicles anticipated to use the site should be confirmed and controlled via a Delivery and Servicing Management Plan.

Construction

A Construction Logistics Plan (CLP) along with a Construction Worker Travel Plan (CWTP) should be conditioned as part of the planning consent. This should take into account the cumulative impacts of works in the surrounding area.

The following Heads of Terms are therefore required:

- Contribution for measures identified in ATZ/PIA review
- Contribution for local Cycle lanes identified by LBB Highways
- Contribution to improve pedestrian pinch-points along the Burroughs
- Travel Plan with robust targets demonstrating commitment to London plan mode share targets
- Parking Permits Restrictions
- CPZ Monitoring
- Travel Plan Monitoring
- All Highway Works associated with the development to be provided via s.278 Agreement

The following conditions are also required:

- A Servicing and Delivery Plan
- A Construction Logistics Plan
- Car Park Management Plan
- Refuse & Recycling Strategy
- EVCP provision to London Plan Standards
- Cycle Parking to London Plan Standards for all uses
- Prior to commencement of the development dimensions of parking arrangements and swept path analysis to be submitted and agreed with the planning authority
- Prior to the commencement of the development, details of any highways to be stopped under Section 247 of the Town and Country Planning Act shall be submitted to and agreed with the Local Planning Authority.

3.6 Landscaping, Trees and biodiversity

The 'sustainable development' imperative of NPPF includes enhancing the natural environment and improving biodiversity. London Plan 2021 states that development proposals, where possible, should make a positive contribution to the protection, enhancement, creation and management of biodiversity. Barnet Local Plan policy DM16 states that when it is considering development proposals the council will seek the retention, enhancement or creation of biodiversity.

The key landscape design proposals for the Meritage and Church End site can be split into two categories, public access and semi private areas. The key focal point is a large, flexibly designed public square that sits at the heart of the former Meritage centre site. The square is designed to incorporate the existing mature trees at the western boundary of the site and also maintain and improve upon the existing pedestrian connection running east to west.

An Arboricultural Impact Assessment has been submitted with the planning application. This stipulates that the development results in the removal of 8 trees (3 moderate quality and 5 low quality under the BS), and the retention of the trees on the frontage of Church End and along the boundaries and open space near the site. One tree is recommended for removal due to its condition. There will be new planting along the new buildings and car parks to create softening and screening, canopy cover and ecosystem services. This results in a net gain of 42 trees.

These details have been reviewed by the councils Arboriculturalist who has confirmed the principle as set out is acceptable. However the value of the trees to be removed is required using the CAVAT value (appropriate valuation system) and set out how this has been accounted for through replacement tree planting.

Meritage Centre

This proposal retains the important birch trees at the front of the development on Church End/Grey Hound Hill. 6 trees will be removed to facilitate the proposal, 1 x cat B and x 5 cat C trees growing close to 28 & 30 Church End, due to their proximity to this building they are not suitable for special protection. Subject to compensation, the loss is considered acceptable.

Nos. 2-6 Church Terrace

Previously approved applications at the Nos. 2-6 Church Terrace ref 19/5483/FUL have a similar impact on the row of pine trees. Subject to an acceptable arboricultural method statement and tree protection plan this scheme is acceptable.

13 to 21 Prince of Wales Drive

The facilitate the development at 13 to 21 Prince of Wales Drive x 2 cat B trees field maple and a whitebeam (T59 & T60). These trees have considerable visual amenity as they are the first trees to be sighted on entering the estate. Compensation for the loss of these trees in the long term compensate for the reduction in amenity value.

The proposal also results in a 53.45% on-site Net Gain in Biodiversity.

There are no arboricultural reasons to object to this application, subject to the acceptable level of compensation in accordance with policies London Plan G7. The development is in accordance with planning policy DM01, DM16 and Policy G6 and G7 of the London Plan.

In addition officers also note that details and specifications are also important along the eastern perimeter edge which adjoins the existing residential area to the east. Therefore it agreed that the details should be secured through conditions including for example a comprehensive landscape and ecological management plan.

Ecology

The Council's Ecology Consultants have reviewed the submitted Environmental Statement and Preliminary Ecology Appraisal. Their comments are set out below.

There is 1 statutory site within 2km; Brent Reservoir Welsh Harp SSSI and LNR is 1.3km south west. We are satisfied that the site will not be affected by the proposal and that the evidence provided by the applicant is sufficient to address potential impacts and implications on biodiversity receptors. The site is within the IRZ of Brent Reservoir/ Welsh Harp but does not fall within the criteria of consultation with Natural England.

The scheme also falls near 14 local sites of nature conservation interest however, these are separated functionally by the urban environment; therefore, impacts are considered negligible. However, woodland is located to the north of the scheme and should be protected throughout the development in line with BS5837:2012 Trees in relation to design, demolition and construction.

Bats

The bat report states that "The Meritage Centre and Hendon PDSA Pet Hospital buildings have potential to support bat roosts. However, no bats emerged from the buildings during emergence surveys, therefore no further consideration into roosting bats is required".

If at any time following the start of demolition works, a bat roost or evidence of a bat roost is observed, all work would need to cease until a suitably licensed bat ecologist has been consulted and advice sought on how best to proceed under current laws and legislation. Where a bat roost is identified, destruction of the roost would usually need to be covered by a European Protected Species (EPS) Licence obtained from Natural England. The planning authority would need to have sight of any mitigation strategy developed for a licence application in order to address their obligations under The Habitats and Species Conservation Regulations 2018 (as amended).

If demolition is delayed for more than one-year after the date of the bat survey (July 2021), repeat bat surveys should be undertaken.

Nesting birds

Trees and scrub are likely to contain nesting birds between 1st March and 31st August inclusive. Trees and scrub are present on the application site and are to be assumed to contain nesting birds between the above dates, unless a recent survey has been undertaken by a competent ecologist to assess the nesting bird activity on site during this period and has shown it is absolutely certain that nesting birds are not present.

Hedgehogs and other mammals

Vegetation clearance should be undertaken in a sensitive manner to allow terrestrial mammals to disperse. Any excavations that need to be left overnight should be covered/fitted with mammal ramps to ensure that any animals that enter can safely

escape. Any open pipework with an outside diameter of greater than 120 mm must be covered at the end of each workday to prevent animals entering/becoming trapped or ensnared.

Proposed Planning Permission Conditions

Lighting

Please attach a condition on lighting strategy that it must be designed and used to minimise impacts on bats and their insect food. All exterior lighting should follow the guidance of the Bat Conservation Trust. Current (June 2014) advice is at <http://www.bats.org.uk/>. The lighting strategy should be submitted to the LPA for approval.

Biodiversity Enhancement Recommendations

In line with the National Planning Policy Framework (NPPF 2021) in aiming to achieve sustainable development and the obligations on public bodies to conserve and enhance biodiversity as required by the Natural Environment and Rural Communities (NERC) Act 2006 please ensure that the Biodiversity Enhancement Recommendations in Section 5.5.1 are adhered to and enforced through a suitably worded condition or conditions.

We note the at the scheme has also entered into the BREEAM Scheme and as such the LEMP under LE05 should be sufficient to inform operations and management on the scheme for the next 5 years onwards.

Accordingly it is considered that the proposal is acceptable in ecological terms and appropriate details can be secured via conditions.

Archaeology

The development boundary falls within an identified 'Local Areas of Special Archaeological Significance'. A Desk-Based Archaeology Assessment was produced to identify the archaeological potential of deposits on the application site and consider the proposed scheme's likely impact on them.

Accordingly, The Greater London Archaeological Advisory Service (GLAAS) was consulted on this application and they have confirmed there are no objections and have requested a two-stage archaeological condition which could provide an acceptable safeguard. This will therefore be included.

3.7 Energy/Sustainability

London Plan 2021 Policy SI 2 requires development proposals to make the fullest contribution to minimising 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
- Be clean: supply energy efficiently
- Be green: use renewable energy
- Be seen: monitor, verify and report

Policy SI 2 5.2 'Minimising Greenhouse Gas Emissions' states major development proposals should include a detailed energy strategy to demonstrate how the zero-carbon target will be met within the framework of the energy hierarchy. A minimum on-site reduction of at least 35% beyond Building Regulations is required for major development. The London Plan 2021 sets 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.

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. Proposals are also expected to comply with the guidance set out in the council's Supplementary Planning Documents (SPD) in respect of the requirements of the Code for Sustainable Homes.

The proposed development is accompanied by an Energy Statement prepared by Capita. The proposed strategy follows a best practice approach, based on the Mayor of London's Energy Hierarchy. The supporting Energy Statement outlines the energy strategy which is predicted to achieve a 82% site-wide saving in CO2 emissions based on the modelling completed. The remaining 18% reduction of CO2 emissions shall be off-set by a cash in-lieu payment to the London Borough of Barnet, based on £95 per Tonne per annum over 30 years. This amounts to 1,065 Tonnes CO2, which shall therefore be off-set by a carbon off-set contribution of £101,175.

3.8 Flood Risk / SUDS

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".

A flood risk assessment technical note has been prepared by Capita in support of the proposal. The report confirms the site is assessed to have very low risk of fluvial, surface water, ground water, and sewer flooding. As the site is located in Flood Zone 1, and is not identified as being at risk of flooding, the impact to the proposals and potential impact to third party receptors as a result of the proposed development is considered to be negligible.

In addition a Drainage Strategy prepared by Capita has also been provided. In accordance with the requirements of NPPF (National Planning Policy Framework), and accompanying Planning Practice Guidance, a review of the development site was undertaken for the use of suitable SuDS techniques. The sustainable drainage systems hierarchy identified and outlined in The London Plan (2021), Chapter 9, Policy SI 13, requires that an assessment for the drainage proposals has been conducted. In this instance, attenuating the rainwater for gradual release via the use

of below ground geo-cellular storage tanks is to be adopted for the development, with appropriate run-off rates. The proposed attenuation tanks are to be located beneath the soft landscape area for blocks 1-2 and beneath the hardstanding areas around block 3 and block 4.

The Drainage Strategy and details have been reviewed by all the council's drainage and flood consultants. The council's drainage team have confirmed that the proposed details are acceptable in principle and therefore the details would be secured via condition.

4. Planning Obligations & CIL

Planning Obligations

Policy CS15 of the Barnet Local Plan states that where appropriate the Council will use planning obligations to support the delivery of infrastructure, facilities and services to meet the needs generated by development and mitigate the impact of development.

In accordance with development plan policies the list of obligations as set out in the heads of terms at the beginning of this report; are required to be secured through a legal agreement with the developer.

Community Infrastructure Levy (CIL)

The proposed development is liable for charge under the Barnet Community Infrastructure Levy (CIL) at a rate of £135 per square metre. As noted in SPD para 2.2.11, the purpose of Barnet's CIL is to secure capital funding to help address the gap in funding for local infrastructure. The money raised by Barnet's CIL will be used to pay for infrastructure required to mitigate the impact of development across the Borough.

Pursuant to the Table 3: Mayoral CIL Charging Rates of the Mayor's April 2013 SPG 'Use of planning obligations in the funding of Crossrail, and the Mayoral Community Infrastructure Levy', a flat rate charge of £35 applies to all relevant chargeable developments.

5. Planning Benefits and Balance

As stated earlier, after an assessment of the proposed development, Officers find that less than substantial harm will be caused to the designated heritage assets. Taking all matters into consideration, officers views are that the new buildings would at the least preserve the character and appearance of this part of the Conservation Area. Although some minor harm would result from the loss of no.28 Church End as a positive contributor to the conservation area, this will clearly be less than substantial harm and should therefore be weighed against all the public benefits that outweigh that harm. In accordance with Barnet policy DM06 and paragraph 201 of the NPPF, the harm should be weighed against the public benefits.

The heritage benefits of the scheme which have been identified are:

- The removal of the existing Meritage Centre building itself.
- The removal of buildings outside the conservation area but that detract from its setting.
- Replacement buildings outside the conservation area that enhances the setting of CA.
- Enhancements to the permeability and landscaping of the site.
- Opening up views of Parish Church of St Mary (Grade II* Listed) from Church End (benefitting both the setting of the church and the conservation area directly)
- Public realm improvements

The Hendon Hub Project aims to bring a number of benefits, the proposed benefits of the scheme and the weight attributed to each is set out below:

- Optimisation of brownfield site delivering 181 student units with 50% affordable and 33 shared and supported units with 100% affordable (equal to 72.4 conventional housing units).
- Maximising the reuse of previously developed land for housing and social infrastructure – as part of the wider regeneration project.
- As part of the wider of regeneration project, significantly enhanced teaching space and ancillary facilities. The University is one of Barnet's largest employers, employing c.1,500 local and London-based staff.
- Re-providing improved community space and allowing for the release of site for redevelopment.
- 100% 'affordable' purpose-built supported accommodation.
- Enhanced landscaping across the whole masterplan area.
- 53.45% on-site Net Gain in Biodiversity (National Government target 10%).
- S106 contributions
- Economic effects on local and regional economy during construction and operational use, e.g. job creation, wages etc.
- Community Infrastructure Levy (CIL) contributions to improve local infrastructure.

6. Conclusion of Planning Balance

For the reasons given in the assessment sections above, it is identified that there would be less than substantial harm to the significance of the designated heritage assets which although of a limited nature has nonetheless been given considerable weight by officers. Large levels of pre-application meetings and community consultation was undertaken prior to the submission of the application which heavily focused on heritage and design including the public realm and landscaping. A detailed submission has been provided in respect to these elements which seeks to appropriately integrate the proposed development within the specific site constraints,

existing character of the site and surrounding area including the context of the nearby conservation area.

In this case there would be a package of benefits that would arise from the development which have been attributed substantial and moderate weight. With limited weight applied only to the financial benefits. In accordance with the NPPF it is considered that the overall package of these public benefits is of considerable and substantial importance and that it would clearly outweigh the less than substantial harm that would arise through the proposed development.

As stated above, in arriving at this planning judgement officers have had fully in mind the requirements of sections 66(1) and s.72(1) of the P(LBCA)A 1990, by which Parliament intended that the desirability of preserving the settings of listed buildings and conservation areas should not simply be given careful consideration but "considerable importance and weight" when carrying out the balancing exercise. This gives rise to a strong statutory presumption against granting planning permission for development which would cause (any) harm to the settings of listed buildings or the settings of conservation areas, even where the harm would be "less than substantial" the balancing exercise cannot ignore the overarching statutory duties imposed by sections 66(1) and s.72(1).

In the present instance, officers have attached considerable importance and weight to the section 66(1) and s.72(1) duties when carrying out this assessment and have found that having regard to the less than substantial harm caused (as identified above) to heritage assets any presumption against the grant of consent has been clearly displaced by the substantial public benefits arising from the proposal.

Therefore, subject to mitigation, measures relating to design, character and appearance, landscaping, highways, noise, contamination, air quality, transport impacts and sustainability will be secured via S106 obligations and relevant conditions.

7. Equality and Diversity Issues

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

- (a) *eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;*
- (b) *advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;*
- (c) *foster good relations between persons who share a relevant protected characteristic and persons who do not share it.*

For the purposes of this obligation the term "protected characteristic" includes:

- age;
- disability;
- gender reassignment;
- pregnancy and maternity;
- race;

- religion or belief;
- sex;
- sexual orientation.

Officers have in considering this application and preparing this report had regard to the requirements of this section and have concluded that a decision to grant planning permission for this proposed development will comply with the Council's statutory duty under this legislation.

The site is accessible by various modes of transport, including by foot, bicycle, public transport and private car, thus providing a range of transport choices for all users of the site. The site will provide 10% wheelchair adaptable units.

The development includes level, step-free pedestrian approaches to buildings to ensure that all occupiers and visitors of the development can move freely in and around the public communal spaces. Lift is also provided to provide step-free access between the ground and the upper levels. Dedicated parking spaces for people with a disability will be provided in convenient locations.

The proposals are considered to be in accordance with national, regional and local policy by establishing an inclusive design, providing an environment which is accessible to all. Officers conclude that the proposed development will overall contribute to the objective set out in section 149 and there is no adverse equality impact from this development.

Overall, it is not thought that any of the protected characteristics are majorly negatively affected. It is considered that the majority of vulnerable groups are impacted positively to some extent, including: disability, pregnancy/maternity, gender reassignment, and race/ethnicity. A significant number of mitigations and adjustments have been made to the scheme since then to accommodate for concerns regarding equalities and from consultation feedback. These include:

- Reduction in student accommodation unit numbers by 26%
- Introduction of additional placemaking improvements improving lighting and quality of space, and further service provisions, including a healthcare service and a potential Safer Neighbourhoods Team base
- CPZ and parking restrictions for new student population (introduced for non-disabled students only)
- DDA compliance of buildings, with 10% of accommodation provided being disability-friendly
- Removal of 2 car parks from the scheme with no overall net loss in parking
- Introduction of gender-neutral toilets in public space
- Relocation of community uses to a more prominent community hub on the RFC site

The African Cultural Association (ACA), Meridian and the community hall are proposed to be relocated to a community hub that is to be located approximately 0.3 miles away from their existing facilities, on the RFC site. The time to walk from the existing to the proposed facility is likely to be circa 6 minutes for a person without mobility issues. The new facilities will be located adjacent to the proposed library building and will occupy a prominent location on The Burroughs. The Citizens Advice Bureau (CAB) will also be located in the same 'community hub' on the RFC site.

The MENCAP unit is proposed to be relocated to 154 Station Road, Hendon, which is a council-owned building located approximately 0.6 miles away from their current facility on the Meritage Centre (a circa 14 minute walk for a person without mobility issues, or a 5 minute drive). MENCAP have a proposed change in service offer that this building will better facilitate. The applicant's team have been working with MENCAP on this relocation site.

The proposed library would move across the road on The Burroughs circa 110 yards away (a circa 2-minute walk away for a person without mobility issues). It would occupy the ground floor of the new building and would include an improved disabled access, better planned space to take into account equalities for all users with the addition of 100 sqm for the use of the community and local groups.

As a result, the cumulative impact of the scheme is thought to be slightly positive from an equalities perspective. In this regard account has been taken of the impact on older people (65+), disabled persons and other persons of restricted mobility and other protected characteristics. The impact on these groups is considered minimal, due to the close proximity of the proposed siting of the new facilities, including the library, to the existing facilities (i.e. across the road), the position of no net reduction in car spaces across the Hendon Hub Estate, the provision of disabled blue badge parking on site and the fact that the proposed replacement facilities including the proposed library will be provided in a modern fit for purpose building complying with modern standards including for disabled access.

Existing users of the Hendon Hub Estate facilities such as the Residents' forums, African Culture Association, Citizen's advice Bureau, and the Chinese Mental Health Association will continue to be open across the remainder of the development period and will be provided with equally commodious new replacement facilities of greater floorspace than their existing facilities as a result of the redevelopment.

Many of the community uses will as a result of the development gain larger premises as set out in paragraph 2.3 above.

It is also noted that the applicant has submitted an Equalities Impact Assessment (EQIA) in support of the application and advised that this document will be kept under constant review and updated throughout the lifecycle of the Hendon Hub development to manage Equalities considerations.

Officers conclude that there is no adverse equality impact from this application. The proposals are considered to be in accordance with national, regional and local policy by establishing an inclusive design, providing an environment which is accessible to all. Officers conclude that the proposed development will overall contribute to the objective of the legislation

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In addition, officers have also considered the proposal in terms of the HRA 1998 and in particular, articles 2 (right to education), 8 (respect for home and family life) and 14

(non discrimination) of the ECHR. Officers consider that granting planning for this development proposal would not breach of the HRA 1998.

8. Crime and Disorder

Section 17 of the CDA requires local authorities to consider the crime and disorder implications of their decision. As specified earlier in this report, the crime prevention officer of the metropolitan police was consulted on this application and responded advising that the application has taken designing out crime into account in the design of the proposal. The Secured by Design Officer raises no objections to the proposal subject to appropriate conditions and the applicant securing final secured by design accreditation. These matters have therefore been carefully considered and are secured by condition to ensure the proposal is in full accordance with Section 17 of the CDA.

9. Conclusion

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the Council to determine any application in accordance with the statutory development plan unless material considerations indicate otherwise. There are no material considerations against the proposal which would outweigh the presumption in favour of the grant of planning permission. All relevant policies contained within the development plan, as well as other relevant guidance and material considerations, have been carefully considered and taken into account by the Local Planning Authority. It is concluded that the proposed development overall accords with the relevant development plan policies. It is therefore considered that there are material planning considerations which justify the grant of planning permission. Accordingly, subject to the satisfactory completion of the Legal Agreement, **APPROVAL** is recommended subject to conditions as set out in Appendix HR1.

APPENDIX HR1 – 21/4722/FUL

CONDITION(S) and INFORMATIVES

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

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

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

P_S1_500_01	Site Redline Plan
P_S1_500_09	Site Plan
P_S1_500_10	Ground Floor Masterplan
P_S1_500_20	Street Elevations
P_S1_B1_500_10	Block 1 + 2 Ground Floor Plan
P_S1_B1_500_11	Block 1 + 2 First Floor Plan
P_S1_B1_500_12	Block 1 + 2 Second Floor Plan
P_S1_B1_500_13	Block 1 + 2 Third Floor Plan

P_S1_B1_500_20	Block 1 Elevations
P_S1_B1_500_21	Block 1 Elevations
P_S1_B1_500_30	Block 1 Sections
P_S1_B1_500_40	Block 1 + 2 Typical Bay (1)
P_S1_B1_500_41	Block 1 + 2 Typical Bay (2)

P_S1_B2_500_20	Block 2 Elevations
P_S1_B2_500_21	Block 2 Elevations
P_S1_B2_500_30	Block 2 Sections

P_S1_B3_500_10	Block 3 Ground Floor Plan
P_S1_B3_500_11	Block 3 First Floor Plan
P_S1_B3_500_12	Block 3 Second Floor Plan
P_S1_B3_500_13	Block 3 Third Floor Plan
P_S1_B3_500_14	Block 3 Fourth Floor Plan

P_S1_B3_500_20	Block 3 Elevations
P_S1_B3_500_21	Block 3 Elevations
P_S1_B3_500_30	Block 3 Sections
P_S1_B3_500_40	Block 3 Typical Bay

P_S1_B4_500_10	Block 4 Ground Floor Plan
P_S1_B4_500_11	Block 4 First Floor Plan
P_S1_B4_500_12	Block 4 Second Floor Plan
P_S1_B4_500_13	Block 4 Third Floor Plan
P_S1_B4_500_14	Block 4 Fourth Floor Plan

P_S1_B4_500_20	Block 4 Elevations
P_S1_B4_500_21	Block 4 Elevations
P_S1_B4_500_30	Block 4 Sections
P_S1_B4_500_40	Block 4 Typical Bay

HHMC-GLH-00-XX-DR-LA-1000 External Works - GA Plan
 HHMC-GLH-00-XX-DR-LA-1001 External Works - Soft Landscape Proposals
 HHMC-GLH-00-XX-DR-LA-1002 External Works - Tree Felling & Retention Plan

P_S1_500_70 Existing Site Plan
 P_S1_500_71 Existing Street Elevations
 P_S1_500_72 Existing Elevations Meritage Centre
 P_S1_500_73 Existing Elevations Meritage Centre
 P_S1_500_74 Existing Elevations - Church End
 P_S1_500_75 Existing Elevations - Church End
 P_S1_500_76 Existing Elevations - Church End
 P_S1_500_77 Existing Elevations - Church Terrace

P_S1_500_80 Extent of Demolitions - Site Plan

Supporting Documents:

- Design and Access Statement
- A Heritage, Townscape and Visual Impact Assessment
- Drainage Strategy (SuDs) and Foul Water Assessment
- Energy Report
- Breeam Pre-assessment (Meritage Site Respite Day Centre)
- Breeam Pre-assessment (Meritage Site GP Surgery)
- Breeam Pre-assessment (Meritage Student Accommodation)
- DN06 Shared Living Accommodation Adaptive Thermal Comfort Report
- DN06 Student Adaptive Thermal Comfort Report
- GLA Carbon Emissions Reporting Spreadsheet for MC site
- External Lighting Statement
- Utility Infrastructure Report
- Ventilation Planning Statement
- Noise Report
- Arboricultural Impact Assessment Report
- Air Quality Assessment
- Daylight and Sunlight Report
- Daylight and Sunlight Report (within the Development)
- Flood Risk Summary Rev.2
- Geo-Environmental Desk Study Rev.2
- Phase 2 Ground Investigation and Assessment
- Circular Economy Statement
- Fire Strategy Report
- Fire Statement
- Consultation Report
- Desk Based Archaeology Assessment
- Noise Impact Assessment
- Health Impact Assessment
- Ecological Appraisal Report
- Transport Assessment
- Environmental Statement

Reason: For the avoidance of doubt and in the interests of proper planning and so as to ensure that the development is carried out fully in accordance with the plans as assessed in accordance with Policies CS NPPF and CS1 of the Local Plan Core Strategy DPD (adopted

September 2012) and Policy DM01 of the Local Plan Development Management Policies DPD (adopted September 2012).

3. a) No development shall take place until details of the levels of the building(s), road(s) and footpath(s) in relation to the adjoining land and highway(s) and any other changes proposed in the levels of the site have been submitted to and approved in writing by the Local Planning Authority.

b) The development shall thereafter be implemented in accordance with the details as approved under this condition and retained as such thereafter.

Reason: To ensure that the development is carried out at suitable levels in relation to the highway and adjoining land having regard to drainage, gradient of access, the safety and amenities of users of the site, the amenities of the area and the health of any trees or vegetation in accordance with policies CS NPPF, CS1, CS5 and CS7 of the Local Plan Core Strategy (adopted September 2012), Policies DM01, DM04 and DM17 of the Development Management Policies DPD (adopted September 2012), and Policies D4, D5, D8 and G7 of the London Plan 2021.

4. a) A scheme of hard and soft landscaping, including details of existing trees to be retained and size, species, planting heights, densities and positions of any soft landscaping, shall be submitted to and agreed in writing by the Local Planning Authority prior to the occupation of the hereby approved development.

b) All work comprised in the approved scheme of landscaping shall be carried out before the end of the first planting and seeding season following occupation of any part of the buildings or completion of the development, whichever is sooner, or commencement of the use.

c) Any existing tree shown to be retained or trees or shrubs to be planted as part of the approved landscaping scheme which are removed, die, become severely damaged or diseased within five years of the completion of development shall be replaced with trees or shrubs of appropriate size and species in the next planting season.

Reason: To ensure a satisfactory appearance to the development in accordance with Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and The London Plan 2021.

5. a) No development shall take place until details of the location, extent and depth of all excavations for services (including but not limited to electricity, gas, water, drainage and telecommunications) in relation to trees on and adjacent to the site have been submitted to and approved in writing by the Local Planning Authority.

b) The development shall thereafter be implemented in accordance with details approved under this condition.

Reason: To safeguard the health of existing tree(s) which represent an important amenity feature in accordance with CS5 and CS7 of the Local Plan Core Strategy (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012) and The London Plan 2021.

6. a) No site works or development (including any temporary enabling works, site clearance and demolition) shall take place until a dimensioned tree protection plan in accordance with Section 5.5 and a method statement detailing precautions to minimise damage to trees in accordance with Section 6.1 of British Standard BS5837: 2012 (Trees in relation to design, demolition and construction - Recommendations) have been submitted to and approved in writing by the Local Planning Authority.

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

Reason: To safeguard the health of existing trees which represent an important amenity feature in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012), Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012) and The London Plan 2021.

7. a) Prior to the occupation of the hereby approved development, details of a Landscape and Ecological Management Plan for all landscaped areas for a minimum period of 25 years have been submitted to and approved in writing by the Local Planning Authority.

b) The Landscape and Ecological Management Plan shall include details of long term design objectives, management responsibilities, maintenance schedules and replacement planting provisions for existing retained trees and any new soft landscaping to be planted as part of the approved landscaping scheme.

c) The approved Landscape Management Plan shall be implemented in full in accordance with details approved under this condition.

Reason: To ensure a satisfactory appearance to the development in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012), Policies CS5 and CS7 of the Local Plan Core Strategy (adopted September 2012) and The London Plan 2021.

8. Before the development hereby permitted commences, the applicant shall submit for approval details of measures to improve biodiversity on the site as set out within Preliminary Ecological Appraisal Report August 2021 clause 5.5 Biodiversity Enhancements.

This shall be in accordance with guidance set out within BS42040:2013: Biodiversity – Code of practice for planning and development, and guidance documents provided by the Chartered Institute of Ecology and Environmental Management (CIEEM) and the Royal Town Planning Institute (RTPI) for approval. The development shall be implemented in full accordance with these details.

Reason: Pursuant to section 197 of the Town and Country Planning Act 1990 in accordance with local planning policy DM01. Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012) and Policy G6 and G7 of the London Plan 2021.

9. a) No development or site works shall take place on site until a 'Demolition and Construction Management and Logistics Plan' has been submitted to and approved in writing by the Local Planning Authority. The Demolition and Construction Management and Logistics Plan submitted shall include, but not be limited to, the following:

- 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. Dust Management Plan – to ensure 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.

For major sites, the Statement shall be informed by the findings of the assessment of the air quality impacts of construction and demolition phases of the development.

b) The development shall thereafter be implemented in accordance with the measures detailed within the statement.

Reason: In the interests of highway safety, noise and good air quality in accordance with Policies DM04 and DM17 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and Policies SI 1, SI 7, D14 and T7 of the London Plan 2021.

10. All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" dated July 2014 (SPG), or subsequent guidance.

Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority.

The developer shall keep an up to date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at <https://nrmm.london/>

Reason: In the interest of good air quality in accordance with London Plan 2021.

11. Part 1 - Before development commences 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).

12. The level of noise emitted from all of the external and louvred building plant and substation 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.

13. a) No development other than demolition works shall commence on site in connection with the development hereby approved until a report has been carried out by a competent acoustic consultant that assesses the likely noise impacts from the development of all of the external and louvred building plant and substation plant and mitigation measures for the development to reduce these noise impacts to acceptable levels, and has been submitted to and approved in writing by the Local Planning Authority.

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

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

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of neighbouring properties in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2016) and Policies D13 and D14 of the London Plan 2021.

14. a) No development other than demolition works shall commence on site in connection with the development hereby approved until an overheating report is carried out which assesses the overheating in the proposed development in line with current best practice and provides mitigation measures which shall be submitted to and approved in writing by the Local Planning Authority.

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

Reason: To prevent the future occupiers of the building from overheating in line with the London Plan.

15. a) Notwithstanding the details submitted with the application and otherwise hereby approved, prior to first occupation, details of:

- (i) A Refuse and Recycling Collection Strategy, which includes details of the collection arrangements and whether or not refuse and recycling collections would be carried out by the Council or an alternative service provider;
- (ii) Details of the enclosures, screened facilities and internal areas of the proposed building to be used for the storage of recycling containers, wheeled refuse bins and any other refuse storage containers where applicable; and

(iii) Plans showing satisfactory points of collection for refuse and recycling, have been submitted to and approved in writing by the Local Planning Authority.

b) The development shall be implemented and the refuse and recycling facilities provided in full accordance with the information approved under this condition before the development is first occupied and the development shall be managed in accordance with the information approved under this condition in perpetuity once occupation of the site has commenced.

Reason: To ensure a satisfactory appearance for the development and satisfactory accessibility; and to protect the amenities of the area in accordance with Policy CS14 of the Local Plan Core Strategy (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012) and the Sustainable Design and Construction SPD (adopted October 2016); and Policies D6 and SI7 of the London Plan 2021.

16. Before the development hereby permitted is occupied a full Delivery and Servicing Plan (DSP) shall be submitted to and agreed by the Local Planning Authority.

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

17. Prior to first occupation, details of car parking management plan shall be submitted to and approved in writing by the Local Planning Authority. The development thereafter shall only be operated in accordance with the approved parking management plan.

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.

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

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

19. a) Before the development hereby permitted is first occupied cycle parking spaces and cycle storage facilities shall be provided in accordance with London Plan Standards (for all Use Classes) and a scheme to be submitted to and approved in writing by the Local Planning Authority.

b) The development shall thereafter be implemented in accordance with the details as approved under this condition and the spaces shall be permanently retained thereafter.

Reason: To ensure that cycle parking facilities are provided in accordance with the minimum standards set out in Policy T5 and Table 10.2 of The London Plan (2021) and in the interests of promoting cycling as a mode of transport in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

20. a) Prior to the first occupation or commencement of the use of the development hereby permitted, full details of the Electric Vehicle Charging facilities to be installed in the development shall be submitted to the Local Planning Authority and approved in writing.

b) The development shall be implemented in full accordance with the details approved by this condition prior to the first occupation of the development or the commencement of the use and thereafter be maintained as such in perpetuity.

Reason: To ensure that the development makes adequate provision for electric vehicle charging points to encourage the use of electric vehicles in accordance with policy T6 of the London Plan 2021.

21. Prior to commencement of the development dimensions of parking arrangements and swept path analysis shall be submitted to and approved in writing by the Local Planning Authority.

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

22. Prior to commencement of the development, details of any highways to be stopped under Section 247 of the Town and Country Planning Act shall be submitted to and approved in writing by the Local Planning Authority.

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

23. No construction work resulting from the planning permission shall be carried out on the premises at any time on Sundays, Bank or Public Holidays, before 8.00 am or after 1.00 pm on Saturdays, or before 8.00 am or after 6.00pm on other days unless previously approved in writing by the Local Planning Authority.

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

24. a) No development other than demolition work shall take place unless and until a Drainage Strategy detailing all drainage works to be carried out in respect of the development hereby approved and all Sustainable Urban Drainage System features to be included in the scheme has been submitted to and approved in writing by the Local Planning Authority.

b) The development hereby approved shall not be first occupied or brought into use until the drainage works and Sustainable Urban Drainage System features approved under this condition have been implemented in their entirety.

Reason: To ensure that the development provides appropriate drainage infrastructure and to comply with Policy CS13 of the Local Plan Core Strategy (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and Policies SI 12 and SI 13 of the London Plan 2021.

25. No development shall be occupied until confirmation has been provided that either:- all water network upgrades required to accommodate the additional flows to serve the development have been completed; or - a development and infrastructure phasing plan has been agreed with Thames Water to allow development to be occupied. Where a development and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan.

Reason: The development may lead to no / low water pressure and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development.

26. Prior to the occupation of the site an External Lighting Strategy and Assessment together with full details, specifications and plans of any proposed external lighting to be installed as part of the development shall be submitted and approved in writing to the Local Planning Authority. The development shall be implemented in full accordance with the approved details prior to the first occupation of the relevant part of the development and thereafter be maintained as such.

Reason: To ensure that appropriate lighting is provided as part of the development in accordance with Policies CS NPPF and CS1 of the Local Plan Core Strategy (adopted September 2012), Policy DM01 and DM04 of the Barnet Development Management Policies (adopted) September 2012.

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

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

28. No demolition or development shall take place until a stage 1 written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.

If heritage assets of archaeological interest are identified by stage 1 then for those parts of the site which have archaeological interest a stage 2 WSI shall be submitted to and approved

by the local planning authority in writing. For land that is included within the stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed stage 2 WSI which shall include:

A. The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works.

B. Where appropriate, details of a programme for delivering related positive public benefits.

C. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

Reason: This pre-commencement condition is necessary to safeguard the archaeological interest on this site. Approval of the WSI before works begin on site provides clarity on what investigations are required, and their timing in relation to the development programme.

29. a) Notwithstanding the details shown and submitted in the drawings otherwise hereby approved, the development is not to commence (other than for Demolition, Groundwork's and Site Preparation Works) until details of the materials to be used for the external surfaces of the building(s) and hard surfaced areas, permitted by this permission shall have been submitted to and approved in writing by the Local Planning Authority.

b) The development shall thereafter be implemented in accordance with the materials as approved under this condition.

Reason: To safeguard the character and visual amenities of the site and Conservation Area and to ensure that the building is constructed in accordance with Policies CS NPPF and CS1 of the Local Plan Core Strategy (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012) and Policy D4 of the London Plan 2021.

30. Notwithstanding the details shown in the drawings submitted and otherwise hereby approved the development is not to commence (other than for Demolition, Groundwork's and Site Preparation Works) until details (necessary details specified in brackets) of the following features and elements of the works have been submitted to the Local Planning Authority and approved in writing:

- Brick bonding (annotated plans at a scale of not less than 1:50).
- External windows and doors (annotated plans at a scale of not less than 1:50).
- Balconies including the balustrading to balconies and at roof level (annotated plans at a scale of not less than 1:50).
- External gates and external doors and their canopies (annotated plans at a scale of not less than 1:50).
- Brick detailing including arches, recessed panels, blind windows, brick aprons and window heads (annotated plans at a scale of not less than 1:50).
- Rainwater goods (annotated plans at a scale of not less than 1:50).
- MVHR (Mechanical Ventilation with Heat Recovery) and other external air extraction, intake and ventilation points (annotated plans at a scale of not less than 1:50).
- Gates and bollards at the site vehicular access points (annotated plans at a scale of not less than 1:50).

The development shall be implemented in full accordance with the approved details prior to the first occupation of the dwellings hereby approved.

Reason: To safeguard the character and visual amenities of the site and wider area and to ensure that the development is constructed in accordance with policies CS5 and DM01 of the Barnet Local Plan and The London Plan 2021.

31. Notwithstanding the details shown on the plans submitted and otherwise hereby approved, the relevant phase of the development shall not be occupied until details are submitted to the Local Planning Authority and approved in writing which specify the details of all boundary treatments to be installed as part of the development. These details shall include materials, type and siting of all boundary treatments. The development shall be implemented in full accordance with the approved details and specifications and shall be permanently retained as such thereafter.

Reason: To safeguard the privacy and amenities of the future occupiers and in the interests of the appearance of the development, in accordance with policies DM01 and DM02 of the Barnet Local Plan.

32. a) The Healthcare/GP Surgery in Block 1 and Supported Care in Block 4, are required to meet the BREEAM 'Very Good' rating.

b) Before the development is first occupied the developer shall submit certification of the selected generic environmental standard.

Reason: To ensure that the development is sustainable and complies with Strategic and Local Policies in accordance with Policy DM02 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and Policies 5.2 and 5.3 of the London Plan 2021.

33. Prior to commencement of the development hereby permitted (other than for Demolition, Groundwork's and Site Preparation Works), a scheme for the provision of communal/centralised satellite and television reception equipment to be installed on all blocks hereby permitted shall be submitted to, and approved in writing by, the Local Planning Authority. The development shall be implemented in accordance with the details approved and the equipment shall thereafter be retained and made available for use by all occupiers of the development.

Reason: To ensure that the development makes appropriate provision for such equipment, so as to not impact adversely on the character of the area, in accordance with policies CS5 and DM01 Barnet Local Plan.

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

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

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

Reason: In the interests of good design and also to ensure that the Local Planning Authority is satisfied that any roof-level structures do not have a harmful impact on the character and appearance of the area, in accordance with Policies CS05 and DM05 of the Barnet Local Plan (2012) and The London Plan 2021.

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

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

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

36. No development shall be occupied until confirmation has been provided that either:- all water network upgrades required to accommodate the additional flows to serve the development have been completed; or - a development and infrastructure phasing plan has been agreed with Thames Water to allow development to be occupied. Where a development and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan.

Reason: The development may lead to no / low water pressure and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development.

37. The new building block 4 shall be used as supported accommodation, Use Class C2 only and for no other purpose, of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification.

Reason: To ensure the development is implemented in accordance with the permission sought and to enable the Local Planning Authority to retain control of the use of the floorspace within the Use Class specified so that occupation of the premises is for community use only and does not prejudice the amenities of future residential occupiers in accordance with policies DM01 and DM13 of the Barnet Local Plan.

INFORMATIVES

1. In accordance with paragraphs 38-57 of the NPPF, the Local Planning Authority (LPA) takes a positive and proactive approach to development proposals, focused on solutions. The LPA has produced planning policies and written guidance to assist applicants when submitting applications. These are all available on the Council's website. A pre-application advice service is also offered and the Applicant engaged with this prior to the submissions of this application. The LPA has negotiated with the applicant/agent where necessary during the application process to ensure that the proposed development is in accordance with the Development Plan.

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

The Mayor of London adopted a CIL charge on 1st April 2012 and updated from 1st April 2019 setting a rate of £60 per sq m on all forms of development in Barnet except for education and health developments which are exempt from this charge.

The London Borough of Barnet adopted a CIL charge on 1st May 2013 setting a rate of £135 per sq m on residential and retail development in its area of authority. All other uses and ancillary car parking are exempt from this charge.

Please note that Indexation will be added in line with Regulation 40 of Community Infrastructure Levy.

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

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

The CIL becomes payable upon commencement of development. You are required to submit a 'Notice of Commencement' to the Council's CIL Team prior to commencing on site, and failure to provide such information at the due date will incur both surcharges and penalty interest. There are various other charges and surcharges that may apply if you fail to meet other statutory requirements relating to CIL, such requirements will all be set out in the Liability Notice you will receive. You may wish to seek professional planning advice to ensure that you comply fully with the requirements of CIL Regulations.

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

Relief or Exemption from CIL:

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

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

1. Charity: If you are a charity, intend to use the development for social housing or feel that there are exception circumstances affecting your development, you may be eligible for a reduction (partial or entire) in this CIL Liability. Please see the documentation published by the Department for Communities and Local Government at https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6314/19021101.pdf
2. Residential Annexes or Extensions: You can apply for exemption or relief to the collecting authority in accordance with Regulation 42(B) of Community Infrastructure Levy Regulations (2010), as amended before commencement of the chargeable development.
3. Self Build: Application can be made to the collecting authority provided you comply with the regulation as detailed in the legislation.gov.uk

Please visit:

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

3. A Planning Obligation under Section 106 of the Town & Country Planning Act 1990 (as amended) relates to this permission.

4. The applicant is advised that any development or conversion which necessitates the removal, changing, or creation of an address or addresses must be officially registered by the Council through the formal 'Street Naming and Numbering' process.

The London Borough of Barnet is the Street Naming and Numbering Authority and is the only organisation that can create or change addresses within its boundaries. Applications are the responsibility of the developer or householder who wish to have an address created or amended.

Occupiers of properties which have not been formally registered can face a multitude of issues such as problems with deliveries, rejection of banking / insurance applications, problems accessing key council services and most importantly delays in an emergency situation.

Further details and the application form can be downloaded from: <http://www.barnet.gov.uk/naming-and-numbering-applic-form.pdf> or requested from the Street Naming and Numbering Team via street.naming@barnet.gov.uk or by telephoning 0208 359 4500.

5. Applicants and agents are encouraged to sign up to the Considerate Contractors Scheme (www.ccscheme.org.uk) whereby general standards of work are raised and the condition and safety of the Borough's streets and pavements are improved.

6. The submitted Construction Method Statement shall include as a minimum details of:

- o Site hoarding
- o Wheel washing
- o Dust suppression methods and kit to be used
- o Site plan identifying location of site entrance, exit, wheel washing, hoarding, dust suppression, location of water supplies and location of nearest neighbouring receptors. Explain reasoning if not applicable.
- o Confirmation whether a mobile crusher will be used on site and if so, a copy of the permit and indented dates of operation.
- o Confirmation of the following: log book on site for complaints, work in accordance with British Standards BS 5228-1:2009+A1:2014 and best practicable means are employed; clear contact details on hoarding. Standard construction site hours are 8am-6pm Monday - Friday, 8am-1pm Saturday and not at all on Sundays and Bank Holidays. Bonfires are not permitted on site.
- o For major developments only: provide a copy of an asbestos survey; For smaller developments -confirmation that an asbestos survey has been carried out.
- o For major developments only: confirmation that all Non Road Mobile Machinery (NRMM) comply with the Non Road Mobile Machinery (Emission of Gaseous and Particulate Pollutants) Regulations 1999.

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

7. In complying with the contaminated land condition parts 1 and 2, reference should be made at all stages to appropriate current guidance and codes of practice. This would include:

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

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

8. The applicant is advised that written schemes of investigation will need to be prepared and implemented by a suitably qualified archaeological practice in accordance with Historic England Greater London Archaeology guidelines. They must be approved by the Local Planning Authority before any on-site development related activity occurs.

9. Demolition should be carried out by an approved contractor and residents notified at least seven days before commencement.

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

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

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

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

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

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

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

11. GLAAS Informative:

Written schemes of investigation will need to be prepared and implemented by a suitably qualified professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.

I envisage that the archaeological fieldwork would comprise the following:

Evaluation

An archaeological field evaluation involves exploratory fieldwork to determine if significant remains are present on a site and if so to define their character, extent, quality and preservation. Field evaluation may involve one or more techniques depending on the nature of the site and its archaeological potential. It will normally include excavation of trial trenches. A field evaluation report will usually be used to inform a planning decision (pre-determination evaluation) but can also be required by condition to refine a mitigation strategy after permission has been granted.

Evaluation trenches should be focussed on open areas between existing buildings, and in gardens of the terraced housing that previously existed on the site.

12. Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. There may be a legal interest (easements and other rights) in the land that restrict activity in proximity to Cadent assets in private land. The applicant must ensure that

the proposed works do not infringe on legal rights of access and or restrictive covenants that exist.

If buildings or structures are proposed directly above the apparatus the development may only take place following diversion of the apparatus. The applicant should apply online to have apparatus diverted in advance of any works, by visiting cadentgas.com/diversions.

Prior to carrying out works, including the construction of access points, please register on www.linesearchbeforeudig.co.uk to submit details of the planned works for review, ensuring requirements are adhered to.

13. Tree and shrub species selected for landscaping planting should provide long term resilience to pest, diseases and climate change. The diverse range of species and variety will help prevent rapid spread of any disease. In addition to this, all trees, shrubs and herbaceous plants must adhere to basic bio-security measures to prevent accidental release of pest and diseases and must follow the guidelines below.

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

The map shows a residential area with a red-outlined boundary and a purple-outlined area labeled 'NURSERY'. Key features include:

- Streets:** SUNNINGFIELDS ROAD, CHURCH TERRACE, CHURCH WALK, FULLER STREET, PRINCE OF WALES CLOSE, CHURCH ROAD, and SUNNY GARDENS ROAD.
- Buildings and Landmarks:**
 - Hendon St Mary Parish Church with St Mary Magdalene Holders Hill
 - Church Farm House Museum
 - Church House
 - Model Farm House
 - Rose Cottage
 - St Mary's C of E High School
 - Meritage Club for OAP
 - Post
 - Dorbury House
 - Lodge
 - El Sub Sta
 - Thornbury
 - Golderton
 - Almshouses
 - University
- Other Labels:**
 - CHURCH END
 - CHURCH WALK
 - PRINCE OF WALES CLOSE
 - Fuller Street
 - Sunny Gardens Road
 - Church Road
 - Almshouses
 - University
- Dimensions:**
 - 85.0m
 - 85.0m
 - 81.1m
 - 84.7m

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LOCATION: Building 9 and Hendon Library, The Burroughs, London, NW4 4BQ

REFERENCE: 21/4723/FUL & **Received:** 31 August 2021
 21/4724/LBC **Accepted:** 16 September 2021 **AGENDA ITEM 8**
Expiry: 16 December 2021

WARD: Hendon

CASE OFFICER: Hardeep Ryatt

APPLICANT: London Borough of Barnet

PROPOSAL: Demolition of Former Clinic and rear library extension and Erection of a four-storey teaching block including east and west connections to Hendon Library and Hendon Town Hall Annex and landscaping improvements. Change of use of the ground floor from public library to University teaching F.1 and internal alterations to existing library to facilitate for University educational use. The application is accompanied by an Environmental Statement (and an Environmental Statement Addendum).

RECOMMENDATION 1:

The application by the Local Planning Authority for Listed Building Consent must be referred to the Secretary of State. As such, any resolution by the committee will be subject to the endorsement by the Secretary of State.

RECOMMENDATION 2:

Subject to Recommendation 1 above, the applicant and any other person having a requisite interest in the site be invited to enter into an agreement or unilateral undertaking under Section 106 of the Town and Country Planning Act 1990 and any other legislation which is considered necessary for the purposes of securing the following planning obligations, subject to any changes as considered necessary by the Service Director or Head of Development Management:

1. Legal Professional Costs Recovery
 Paying the council's legal and professional costs of preparing the Agreement and any other enabling agreements.
2. Enforceability
 All obligations listed below 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.
5. Employment and Enterprise
 The applicant would be required to enter into a Local Employment Agreement with the Council in order to provide an appropriate number of employment outcomes for local residents. Alternatively, the applicant may wish to make a financial contribution in lieu of the employment outcomes. Such a contribution would be commensurate

with the number of outcomes secured and in line with the Barnet Delivering Skills, Employment, Enterprise and Training SPD guidance.

6. Community Access Agreement
7. Student Management Plan
8. Carbon Offset Contribution
Payment of £16,265 index-linked as a contribution to ensure that the development achieves net zero carbon dioxide emissions, in accordance with the London Plan 2021 and based on £95 per Tonne per annum over 30 years.
9. Highways Improvement / Works Contributions
 - i) All measures identified within the Active Travel Zone (ATZ) assessment, including accident mitigation.
 - ii) Local Cycle Lanes/Pedestrian improvements identified by LBB Highways.
 - iii) Improvements to pedestrian pinch-points along the Burroughs.
10. Section 278 Highway Works
All necessary works to the public highway under section 278 of the Highways Act to facilitate the implementation of the development in agreement with the Local Highways Authority.
11. Framework Travel Plan Monitoring
Financial contribution towards a travel plan monitoring, final sum to be agreed.
12. Framework Travel Plan Incentives Fund
Travel Plan with robust targets demonstrating commitment to London plan mode share targets.
13. Control Parking Zone (CPZ)
Financial contribution towards Local CPZ monitoring, consultation and implementation, final sum to be agreed.
14. CPZ Restriction and Traffic Management Order
 - i) Financial contribution (per phase if applicable) towards the amendment of Traffic Management Order (TMO) to ensure that all new occupants, both student and residential occupants, are prevented from purchasing parking permits in local CPZs.
 - ii) Middlesex University Student Accommodation contracts shall prevent students parking within the University campus.
15. Greenspaces
 - i) CAVAT payment contribution required to compensate the loss of trees located within the application site, final sum to be agreed.
16. Monitoring Fee
A contribution of £5,000 towards the monitoring of the S106 agreement.

RECOMMENDATION 3:

That subject to Recommendation 1 and upon completion of the agreement specified, the Service Director of Planning and Building Control or Head of Development Management to

Approve the planning application reference 21/4723/FUL under delegated powers, subject to the conditions as set out within this report at HR1.

RECOMMENDATION 4:

That subject to Recommendation 1 and upon completion of the agreement specified, the Service Director of Planning and Building Control or Head of Development Management to approve the Listed Building Consent ref: 21/4724/LBC under delegated powers, subject to the conditions as set out within this report at HR2.

That the Committee also grants delegated authority to the Service Director of Planning and Building Control or the Head of Development Management 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).

CONDITION(S) and INFORMATIVES

Please refer to Appendix HR1 and HR2 at the end of this report for the full list of proposed Conditions and Informatives.

1. MATERIAL CONSIDERATIONS

1.1 Key Relevant Planning Policy

Introduction

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

The development proposals have been carefully considered against the relevant policy criteria and, for the reasons set out in this report, it is concluded that the development would fulfil them to a satisfactory level, subject to the conditions and planning obligations recommended. The proposed development is therefore considered to comply with the requirements of the development plan.

National Planning Policy Framework (2021)

This document replaces the previous version of the National Planning Policy Framework (NPPF) published in February 2019. The NPPF sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced.

The NPPF states at Para 126, "The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities."

In addition the NPPF retains a "presumption in favour of sustainable development", unless any adverse impacts of a development would "significantly and demonstrably" outweigh the benefits.

The London Plan 2021

The new London Plan which sets out the Mayor's overarching strategic planning framework for the next 20 to 25 years was adopted on the 2nd March 2021 and now supersedes the previous Plan (2016).

The new London Plan policies (arranged by chapter) most relevant thought not exclusive to the determination of this application are:

Chapter 1

GG1 Building strong and inclusive communities

GG2 Making the best use of land

GG3 Creating a healthy city

GG4 Delivering the homes Londoners need

GG5 Growing a good economy

GG6 Increasing efficiency and resilience

Chapter 2

Policy SD6 Town centres and high streets

Chapter 3

Policy D1 London's form, character and capacity for growth

Policy D2 Infrastructure requirements for sustainable densities

Policy D3 Optimising site capacity through the design-led approach

Policy D4 Delivering good design

Policy D5 Inclusive design

Policy D6 Housing quality and standards

Policy D7 Accessible housing

Policy D8 Public realm

Policy D11 Safety, Security and resilience to emergency

Policy D12 Fire safety

Policy D14 Noise

Chapter 4

Policy H1 Increasing housing supply

Policy H4 Delivering affordable housing

Policy H5 Threshold approach to applications

Policy H6 Affordable housing tenure

Policy H7 Monitoring of affordable housing

Policy H8 Loss of existing housing and estate redevelopment

Policy H10 Housing size mix

Policy H15 Purpose-built student accommodation

Chapter 5

Policy S1 Developing London's social infrastructure

Policy S2 Health and social care facilities

Policy S4 Play and informal recreation

Chapter 6

Policy E2 Providing suitable business space

Policy E11 Skills and opportunities for all

Chapter 7

Policy HC1 Heritage conservation and growth

Chapter 8

Policy G1 Green infrastructure

Policy G5 Urban greening

Policy G6 Biodiversity and access to nature

Policy G7 Trees and woodlands

Chapter 9

Policy SI 1 Improving air quality

Policy SI 2 Minimising greenhouse gas emissions

Policy SI 3 Energy infrastructure

Policy SI 4 Managing heat risk

Policy SI 5 Water infrastructure

Policy SI 7 Reducing waste and supporting the circular economy

Policy SI 8 Waste capacity and net waste self-sufficiency

Policy SI 12 Flood risk management

Policy SI 13 Sustainable drainage

Chapter 10

Policy T1 Strategic approach to transport

Policy T2 Healthy Streets

Policy T3 Transport capacity, connectivity and safeguarding

Policy T4 Assessing and mitigating transport impacts

Policy T5 Cycling

Policy T6 Car parking

Policy T6.1 Residential parking

Policy T6.2 Office Parking

Policy T6.5 Non-residential disabled persons parking

Policy T9 Funding transport infrastructure through planning

Chapter 11

Policy DF1 Delivery of the Plan and Planning Obligations

Barnet Local Plan

The development plan documents in the Barnet Local Plan constitute the development plan in terms of local planning policy for the purposes of the Planning and Compulsory Purchase Act (2004). The relevant documents comprise the Core Strategy and Development Management Policies documents, which were both adopted in September 2012. The Development Management Policies document provides the borough wide planning policies that implement the Core Strategy. These policies will be used for day-to-day decision making.

Although other policies are of relevance, the Local Plan development plan policies of most relevance to the determination of this application are:

Core Strategy (Adopted 2012):

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

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

CS4 (Providing quality homes and housing choice in Barnet)

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

CS7 (Enhancing and protecting Barnet's open spaces)

CS8 (Promoting a strong and prosperous Barnet)

CS9 (Providing safe, effective and efficient travel)

CS10 (Enabling inclusive and integrated community facilities and uses)

CS11 (Improving health and well-being in Barnet)

CS12 (Making Barnet a safer place)

CS13 (Ensuring efficient use of natural resources)

CS14 (Dealing with our waste)

CS15 (Delivering the Core Strategy)

Development Management Policies (Adopted 2012):

DM01 (Protecting Barnet's character and amenity)

DM02 (Development standards)

DM03 (Accessibility and inclusive design)

DM04 (Environmental considerations for development)

DM06 (Barnet's heritage and conservation)

DM07 (Protecting housing in Barnet)

DM08 (Ensuring a variety of sizes of new homes to meet housing need)

DM09 (Specialist housing – including student accommodation)

DM10 (Affordable housing contributions)

DM13 (Community and education uses)

DM14 (New and existing employment space)

DM16 (Biodiversity)

DM17 (Travel impact and parking standards)

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

Local Supplementary Planning Documents:

Planning Obligations (April 2013)

Residential Design Guidance (April 2013)

Sustainable Design and Construction (April 2013)

Delivery Skills, Employment, Enterprise and Training from Development through S106 (October 2014)

The Burroughs and Middlesex University Supplementary Planning Document (SPD) has not yet been formally adopted. The Council has been advised by leading and junior counsel that although not adopted, the draft SPD nonetheless may be regarded as a material consideration. The Council has also been advised that the weight to be given to any material consideration is a matter of planning judgement. The draft SPD is yet to be formally adopted. The Chief Executive has also been delegated 'to make any necessary minor changes to the SPD in consultation with the Chairman of the Committee before its final publication'. That process has yet to be undertaken. The draft SPD is also supplementary to proposed policies in the emerging plan (Barnet's Draft Local Plan) some of which are subject to objection and all of which have yet to be subject to independent examination by an inspector at an examination in public. In addition, the draft SPD is currently subject to an application for judicial review. The Council is robustly defending its position and hopes to be successful in those proceedings. However, if the judicial review application were to be successful and if the Council had relied on the draft SPD in the determination in favour of the grant of this application there would be a possible risk that it might be regarded as having contaminated the lawfulness of its decision to grant planning permission. That risk however small can be avoided if the draft SPD is not given any weight. Accordingly, having regard to all of these factors, officers have exercised their planning judgement and have not given the draft SPD any weight in the determination of this application.

As explained above, the SPD has been given no weight in the consideration of this application. As such, the outcome of those judicial review proceedings will not affect any of the conclusions set out in this report.

Mayoral Supplementary Planning Documents and Guidance:

Barnet Housing Strategy 2015-2025

Accessible London: Achieving an Inclusive Environment (April 2004)

Sustainable Design and Construction (May 2006)

Wheelchair Accessible Housing (September 2007)

Planning for Equality and Diversity in London (October 2007)

Shaping Neighbourhoods: Play and Informal Recreation (September 2012)

All London Green Grid (March 2012)

Housing (March 2016)

Affordable Housing and Viability (August 2017)

The Control of Dust and Emissions during Construction and Demolition (July 2014)

Mayor's Transport Strategy (2018)

Barnet's Local Plan (Reg 22) 2021

Barnet's Draft Local Plan on 26th November 2021 was submitted to the Planning Inspectorate for independent examination which will be carried out on behalf of the

Secretary of State for the Department of Levelling Up, Housing and Communities. This is in accordance with Regulation 22 of the Town and Country Planning (Local Planning) (England) Regulations 2021 (as amended).

The Regulation 22 Local Plan sets out the Council's draft planning policy framework together with draft development proposals for 65 sites. 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 has been taken of the policies and site proposals in the draft Local Plan limited weight has been given to the draft Local Plan in the determination of this application (see further below).

The sites identified in the draft Local Plan Schedule of Proposals and which remain relevant to the Hendon Hub regeneration project and the current set of planning applications are tabled below:

Site No.	Site Address	Indicative Units
35	Egerton Gardens Car Park, The Burroughs	23 (69 student)
36	Fenella, The Burroughs	60 (180 student)
38	Ravensfield House, The Burroughs	84 (252 student)
40	Meritage Centre, Hendon	36 (108 student)
41	PDSA and Fuller St Car Park, Hendon	12 (36 student)

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.

Environmental Impact Assessment Regulations (2017)

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

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

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

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

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

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

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

Given the nature and scale of the development, it was common ground with the applicant that the application would need to be accompanied by an ES in line with the Regulations.

An EIA Scoping Report was submitted to the London Borough of Barnet (LBB) as the relevant local planning authority (LPA) by GL Hearn on behalf of the London Borough of Barnet (LBB) as the 'Applicant'. The Report requested an EIA Scoping Opinion (under Section 13 of the Regulations) in respect of information required to be submitted in support of planning application(s) for the redevelopment of a number of sites within the Hendon area.

These would come forward as separate planning applications, however given the proximity and interconnection of these sites, for the purposes of EIA Regulations, they collectively are considered to constitute a single development known as the 'Hendon Hub'. The Local Planning Authority subsequently issued a Scoping Opinion in May 2021 confirming that the proposed scope of the ES was acceptable.

The current application is thus accompanied by an ES, the scope of which has been agreed by the LPA, fully in accordance with the Regulations. It is a comprehensive Environmental Impact Assessment (EIA). Volumes I, II and III of the Environmental Statement (ES) detail the existing baseline environmental effects from the proposed development, during its demolition, construction and operation. The ES concludes that in relation to each environmental topic scoped in, there are no anticipated residual significant adverse effects, following adoption of the mitigation measures outlined in the ES.

2. PLANNING CONSIDERATIONS

2.1 Background & Site Context

The Hendon Hub Project consists of 7 separate sites which will see proposals for development, refurbishment and landscaping focused primarily in and around The Burroughs area in Hendon. The sites are principally focused around the civic centre of Hendon, running along the west and east sides of The Burroughs from Watford Way in the south to Church Road in the north.

The Burroughs (A504) is a major road that connects the A41 (Watford Way) through to Finchley in the north east. At the southern end of The Burroughs is the Burroughs

Conservation Area. This broadly extends from Watford Way in the south to St Josephs Grove in the north in linear form.

To the north of St Josephs Grove is the civic core to Hendon, characterised by larger civic buildings which include Hendon Town Hall, Hendon Library on the western side of The Burroughs and Middlesex University Buildings to the east. There are also several listed buildings in this area, the Town Hall, Public Library, and Fire Station.

To the north of The Burroughs is Church Road. This area is the southern extent of the Hendon Church End Conservation Area. Hendon Church End is a linear development, with St Mary's Parish Church at its heart, and links Church Road to the south with Watford Way to the west.

The Hendon Hub Project led by Barnet Council as applicant, is a significant Regeneration Project that would integrate new academic, community, retail and civic spaces along The Burroughs and other nearby sites to enhance and lift this important area of Hendon.

The 7 planning applications which have been submitted and form the Hendon Hub project are:

21/4709/FUL – Ravensfield & Fenella (R&F)

Three new buildings providing a mix of student accommodation, affordable housing, new teaching and student facilities, with community and retail uses at street level. There will also be two important new civic buildings; the relocated Hendon Library and the new Arts and Creative Industries (ACI) facility.

21/4722/FUL – Meritage Centre (MC)

Redevelopment which will deliver new student accommodation, a healthcare-based community use and new shared accommodation for young adults.

21/4723/FUL & 21/4724/LBC – Building 9/Hendon Library (B9) (this application report)

New grade A teaching Facility for Middlesex University.

21/4612/FUL – Fuller Street (FS)

New building to house the re-located PDSA (Pet Hospital).

21/4613/FUL – Former Quinta Club

Change of use and refurbishment of the existing building for the relocation of Schools Libraries Resource Service (SLRS)

*21/5054/FUL – Linear Woodland**

Landscaping proposals including the installation of wayfinding signage, new lighting, improvements to the existing public footpath and creation of a new public footpath.

* - This application has been formally withdrawn as requested by the applicant.

21/5061/FUL – Land @ Prince of Wales Estate

Provision of car parking and creation of informal play areas and landscaping works.

Hendon Hub Masterplan:



2.2 Site Description

The land to which this proposal relates lies entirely within the London Borough of Barnet. This site comprises primarily of three buildings, including Building 9, Hendon Library and the Hendon Town Hall Annexe. The applicant has included the Town Hall within the redline boundary as the Town Hall Annexe falls within its curtilage. However the proposals do not include physical alterations, changes of use or any other 'development' to the Town Hall building. These buildings sit on the west side of The Burroughs. The application site (and these buildings) are not within a conservation area. The site is approximately 0.58ha in size.

Building 9 is a 1930s single storey which is neither statutorily nor locally listed however it is within the setting of a number of designated heritage assets. The building is located to the rear (west) of the Grade II Listed Hendon Library and to the

east of the Town Hall Annexe, which forms part of the Grade II Listed Hendon Town Hall. Immediately to the north is the car park and water tower for the Grade II Listed Fire Station which sits further away to the north east fronting The Burroughs. Also to the north on the opposite side of the car park is the University's contemporary Hatchcroft building and the main campus site and buildings beyond.

To the north 450m is the Secondary Retail Frontage on Church Road and approximately 700m to the east is the Primary Retail Frontage on Brent Street.

The site is located within Flood Zone 1 and has a PTAL rating of 2 (poor) although the building immediately to the front, Hendon Library has a PTAL of 4 (good).

Building 9 is currently in use by Middlesex University which includes seminar rooms and specialist teaching facilities (approximately 600 sqm), and the upper floors of the library. LBB Library Services occupy the library facilities (462 sqm) together with archives (160 sqm) and 260 sqm for School Library Resource Services (SLRS) who also have to use two temporary shipping containers to the rear for storage.

Building 9

Single storey building with a hipped roof. Built as a medical clinic however has now for a number of years been used for administration / teaching functions, under lease to Middlesex University. An application to 'List' Building 9 was rejected by Historic England on 15 July 2021.

Hendon Library

The building is Grade II listed and designed by architect TM Wilson FRIBA and listed in 7 May 2002. The full list description states:

"Hendon Public Library. 1929 by T.M. Wilson FRIBA for the Hendon Urban District Council. Red brick with extensive stone dressings, slate roof. Two storeys.

PLAN: Symmetrical plan with staircase over entrance lobby, ground floor reading rooms now merged together, with addition at rear.

EXTERIOR: central door in stone bolection-moulded surround, set beneath a multi-pane window, with moulded brackets supporting a hood; door lintel embellished with a Latin inscription ('Non minima pars eruditionis est bonos noscere libros': 'not the least part of learning is to be acquainted with good books') and a relief of an open book. The entrance is flanked by two elongated, fluted columns in antis, supporting a stone entablature. Three bay side wings, with 6/6-pane sash windows to side bays, projecting wider central bay with rusticated quoins, 15/15-pane window in moulded frame with apron, swan-neck pediment above with urn over, set against a shallow niche of cut brick. Shallow pediments to attics. Hipped roof with square lantern to centre, with 12-pane window to each face beneath segmental pediments, and a coppersheathed ball and spike finial. Five bay side elevations with dormers, wider continuations to rear. Back of library largely rebuilt during a 1973 campaign of alterations.

INTERIOR: wrought iron staircase over entrance lobby. Main reading room is now devoid of original fittings; former children's library to north now amalgamated with main reading room. First floor reference rooms with glazed ceilings. Mezzanine to rear dates from 1973 alterations.

HISTORY: a distinguished example of a Neo-Georgian public library, forming part of a fine group of civic buildings erected to serve this fast-expanding London suburb.

The major campaign of alterations of 1973 affected the interior but left the frontage intact."

Hendon Town Hall

The building is Grade II listed and designed by TM Watson and listed on 7 April 1983. The full list description states:

"1900 by T H Watson. Red brick and stone pre Renaissance manner. Symmetrical ground storey, 3 bays either side of porte cochere with semi-circular rusticated heads. Scrolled pediment to rusticated arch with flanking attached Doric columns. First storey, features 2 oriel windows linked by iron balustrading above porte cochere, mullioned and transomed windows. To left and right gabled wing with central window. Stone balustrading above central block with set back slate roof and timber lantern surmounted by 2 weather vanes."

The Town Hall was considerably extended in 1929 and again in 1960, the latter referred to as the Town Hall Annexe. This is three-storey building with a fourth storey set within a mansard roof. It is of brick construction with fenestration and detailing to match that of the 1929 Town Hall Extension. A footbridge was constructed linking the rear wing of the Town Hall Extension to the new Town Hall Annexe at first floor level. This was designed to be similar in appearance to the 1929 Extension footbridge to the rear of the Town Hall.

Hendon Fire Station

The building is Grade II listed and designed by Herbert Welch and listed on 3 April 2002. The full list description states:

"GV II Fire station. 1911 by Herbert Welch for the Urban Council of Hendon. Red brick in English Bond and Portland Stone dressings. Slate hipped roofs and tall red brick chimneystacks. Late-C20 replacement windows in original openings. 3 storeys in a free Arts and Crafts style with Renaissance influence. L-shaped plan.

EXTERIOR: Street frontage of four bays, symmetrical above ground floor. Ground floor faced in stone, upper floors mainly brick, save for the oriels. Three segmental-headed engine door openings aligned to right of ground floor; a pair of narrow windows to the left-hand bay. Narrow plat band with adjoining keystones over engine openings. Above, projecting two-storey canted oriels to outer bays, carried on small consoles, and with mullioned windows; inner two bays with 6-light mullioned windows to each floor. Stone cartouche to centre with relief of the lamb and flag. Balustraded parapet above cornice with tall chimneystack to centre. SOUTH elevation features nearly central red brick tower, slightly advanced, and rising with paired louvres to each face, shallow pilasters and crenellated top; cornice and balustrade continue to this elevation with a pair of tall panelled chimneys flanking the tower. Upper windows are six-light, with nine-lights indicating the billiard room, and all replaced. Ground floor, of stone like the facade, has narrow triple windows set beneath scored voussoirs with ventilation grilles over; door to right of centre. REAR elevation has 3-storey return for two bays with stone cornice, but here the ground floor is red brick, not stone, and with three doors. 9-light windows at first floor billiard room as at south elevation. To left of this, the building is set back to form the 'washing yard', covered by a part glass sloping roof as original, this linking the south wing and a red brick wall with glazed brick dado that encloses the yard to the north. The rear of the main wing

has a short return to the far left with stone cornice and a single-bay, two-storey projecting room; to the centre, the first and second storey balconies, formerly open, are now enclosed by late-C20 windows. Free-standing late-C20 practice tower in yard not of special interest.

INTERIOR: The plan form is largely unaltered, except for rearrangement of partitions in the accommodation wing to the north. Features that contribute to the special interest include: the full-height green glazed bricks that line the engine room and the ground floor of the stairwell; original open-well staircase that rises to the tower with iron balusters, these heightened with an extended metal grille; the billiard room, an important feature of fire stations of this period, retains a heavy cornice befitting the grandeur of this room but has lost the fireplace. A small amount of original joinery survives, such as a cupboard in the first floor mess (formerly a dormitory); two-storey sliding pole. Formerly open balcony linking accommodation wing at first and second floor is now enclosed.

HISTORY: A fire brigade was formed in Hendon in 1855 and refounded as a volunteer brigade in 1866, with subsidiary stations in Mill Hill and Childs Hill. In 1899, Hendon Urban District Council took over the brigade and opened sub-stations at Burnt Oak, West Hendon and Golders Green the following year. The engine had been kept in a building opposite St. Mary's Church, but in 1911 Hendon UDC announced a competition for a new fire station. The competition was won by Herbert Welch, architect for much of the nearby centre of Golders Green, an important suburban Edwardian development. Welch went on to be a partner in the firm, Cachemaille-Day, Welch and Lander, which designed a number of inter-war buildings of note. Hendon specified that the station should harmonise with the Urban Council Offices which had opened in 1900 to the designs of TH Watson. Its Arts and Crafts style is clearly influenced by the London County Council stations of previous decade. The original plan was published (in reverse) in The Fireman. The building included a flat for the Chief Officer at first floor, a dormitory for single men (this room now the mess) and four flats for married men on the second floor. The perambulator store at ground floor reflected this on-site family accommodation. The second largest room after the engine room is the recreation room with its large billiard table and windows on three sides, a distinctive feature of fire stations.

SOURCES: 'Hendon's New Central Fire Station' The Fireman (March 1912) Andrew Saint, 'London's Architecture and the London Fire Brigade, 1866-1938' (Heinz Gallery RIBA, Exhibition Catalogue, 1981) John B. Nadal, London's Fire Stations (Huddersfield, 2006) 'Hampstead: Public Services'

*REASONS FOR DESIGNATION: Hendon Fire Station is listed at Grade II for the following principal reasons: * Special architectural interest for its Arts and Crafts styling so skillfully employed by designers of fire stations in this period, and at Hendon with a grandeur brought from the Tudor styling. * Strong group value with the adjacent library of 1929 and the town hall 1900, both of which are listed at Grade II and which together form an impressive group of early-C20 municipal buildings."*

2.3 Proposed Development

The application is for full planning permission and listed building consent for the for the demolition of the former health clinic (Building 9 or B9) and erection of a four-storey building which would connect to the Hendon Library and Town Hall Annexe.

This would also involve the removal of the late 1973 poor quality rear extension to the existing Library. All original elements of the Library will be retained and restored.

The new building and Hendon Library would become a teaching facility for Middlesex University's Business and Legal School, involving the ground floor use changing from library to teaching. The proposals also include internal alterations to the existing library to facilitate its use for teaching accommodation, which require Listed Building Consent.

Two public realm areas that front Hendon Library and Hendon Town Hall are also included with the proposed application site and are to be enhanced as part of the proposed scheme.

Land Use

A new Public Library would be relocated and provided opposite on the eastern side of The Burroughs, this forms part of the proposed redevelopment at the Ravensfield & Fenella site, ref: 21/4709/FUL. The existing space in Hendon Library has GIA of 462 sqm and this would increase to a minimum of 675 sqm with the new proposal.

The existing School Library Resource Services (SLRS) would be re-provided at the former Quinta Club which is being considered under application ref: 21/4613/FUL. This would involve an increase in the GIA from 260 to 421 sqm.

This new site at the Quinta Club, would be a facility for the storage, archiving and dispatching of library books predominantly for schools within the London Borough of Barnet (SLRS). The existing service operates from Hendon Library where it has limited and substandard space therefore the proposed development in this location will act as a significant improvement to the service and enable the SLRS to further support local schools by continuing to loan them books and a wide range of other resources.

These applications including this submission confirm that there would be an overall net increase of community use (and teaching) floorspace provided by the Hendon Hub Regeneration project.

2.4 Relevant Planning History

There is no strategic planning history relevant to the application site other than the formal scoping opinion:

Reference: 21/2885/ESC

Address: Hendon Hub In And Around The Burroughs, Church Road And Church End
Hendon London NW4

Decision: Statement Scope Acceptable

Decision Date: 16 July 2021

Description: Environmental impact assessment scoping opinion

There are other planning and listed building applications relating to the various changes made to the building and the most recent are listed below:

- Reference 16/7685/FUL:

Part change of use of library (Use Class D1) to provide 559 sqm of office floorspace (Use Class B1) along with associated minor alterations to the external facade of the existing building. Approved subject to conditions 20 January 2017.

- Reference 16/7686/LBC:

Part change of use of library (Use Class D1) to provide 559 sqm of office floorspace (Use Class B1) along with associated minor alterations to the external facade of the existing building (Listed Building Consent). Approved subject to conditions 20 January 2017.

- Reference H/02565/08:

Retention of alterations to existing ground floor room. Retention of 2 air conditioning units on roof. Approved subject to conditions: 24 September 2009.

- Reference W00280W/03:

Submission of details of condition 4 (New Glazes partitions, lift, lobby and security equipment. New doors, windows and joinery. Service routing, terminations and details of mechanical and electrical services.) of planning permission W00280T/02 dated 26 March 2003. Two side facing dormers towards the rear of the building. Replacement roof lights. Erection of a new brise soleil (canopy) on rear elevation. Internal alterations and rear roof safety railings. Approved: 28 July 2004.

- Reference W00280U/02:

Insertion of an access door to North elevation to replace existing window. Two side facing dormers towards the rear of the building. Replacements roof lights. Erection of a new brise soleil (canopy) on rear elevation, and rear roof safety railings. Approved subject to conditions: 26 March 2003.

- Reference W00280T/02:

Insertion of an access door to North elevation to replace existing windows. Two side facing dormers towards the rear of the building. Replacement roof lights. Erection of a new brise soleil (canopy) on rear elevation. Internal alterations and rear roof safety railings. (Listed Building Consent). Approved subject to conditions: 26 March 2003.

- Reference W00280S/02:

Erection of externally illuminated totem sign. Approved subject to conditions: 26 March 2003.

2.5 Pre-application Consultation by the Applicant

A Public Consultation Report has been submitted with the planning application, prepared by GL Hearn, which outlines the public consultations which the applicant's agent has carried out prior to the submission of the application.

The report details for example:

- 14-week non-statutory public consultation period ran from 27 February 2021 to 7 June 2021, with the aim to obtain feedback from local residents and stakeholders.
- A project website was set-up (www.hendonhub.co.uk) to allow people to find out more about the consultation and feedback via the online survey.

- A total of eight online presentations were held via Zoom and an additional four in-person events were held at the Scholars Courtyard at Middlesex University during the week commencing 17 May 2021.
- Leaflets were delivered to over 13,000 addresses (including residential and business addresses) in the Hendon and West Hendon wards.
- At the same time the leaflets were distributed, press releases were issued to local news media.
- The applicant (LBB) promoted the project and consultation events through its own social media channels, including its corporate Facebook and Twitter accounts.
- The University has also been undertaking its own local engagement in parallel to the work being carried out by the applicant's project team.
- The Barnet Libraries team also undertook its own consultation exercise in parallel to the main consultation.

2.6 Public Consultations

As part of the consultation exercise, 432 letters were sent to neighbouring properties and residents. In addition the application was advertised in the local press and site notices were posted. At the time of preparing this report a total of 268 letters of objection were received.

In addition three letters in support have been received from Middlesex University.

2.6.1 Public Objections:

The letters of objection received are summarised as follows:

- Considerable opposition to these developments by residents, so should be refused.
- Sites are not brownfield or unused sites.
- Hendon Masterplan with its 8 applications is a development proposal that is not supported by a formally adopted SPD nor the new Local Plan (currently at Reg 19 Stage).
- Application must be judged against the adopted 2012 Local Plan and existing policies.
- The area is being overtaken by the University, overcrowding and overdevelopment.
- Local residents not consulted widely enough.
- The proposal will cause significant harm to the character of the library building
- Public and community will lose access to the library, object to the change of use as building is symbol of Hendon community.
- Building 9 is under a restricted covenant.
- Risk of damage to the Library building and roof.

- This will result in overcrowding, increased noise, littering, antisocial behaviour, crowded pavements, more traffic and congestion.
- The claim that there will continue to be public access is not true: the same claim was made of the listed Church Farmhouse, which remains effectively inaccessible, largely because the right to use is not made known.
- Library key resource for the local community. It has already been dramatically downsized once and this latest proposal is yet further destruction of a community resource.
- Having a temporary library for a prolonged period makes educating children more difficult.
- Increase in educational facilities will bring an increase of staff /students' activity on this part of the campus.
- There would be severe detrimental effects on the residents with a very obvious change of character and outlook in the area.
- Threat to listed library building, loss of character. New building too close, too large and unattractive.

2.6.2 Neighbouring/Residents Associations & Local Amenity Groups:

The Burroughs Residents Association:

I am writing on behalf of The Burroughs Residents Association to object in the strongest terms to the above Planning Application, one of several interlinking ones relating to the Hendon Hub scheme, for the following reasons:

First, it is crucial to point out that The Burroughs and Middlesex University Supplementary Planning Document (SPD) which sets out the development principles that guide and shape the Hendon Hub regeneration; the "Blueprint" for the whole development has not yet been formally adopted, according to Barnet Council.

Moreover, a Judicial Review has been submitted on the grounds that the SPD cannot be lawfully adopted in advance of the adoption of the local plan.

Therefore, no weight should be placed on the SPD.

Building Communities

GG1A of the London Plan was not properly considered or complied with when creating the Hendon Hub scheme. It took at least 2-3 years for the community to be meaningfully engaged in the plans and at that stage the process moved very quickly and was not sufficiently meaningful. Just 36 hours after The Burroughs and Middlesex University SPD Consultation ended, Hendon residents received paperwork for the Hendon Hub Consultation. Therefore, no SPD feedback from the public was considered when Barnet Council created the draft Hendon Hub scheme. Additionally, the Leader of the Council made it clear in correspondence to residents from January 2021 that he was already fully behind the proposals.

Despite 88% of residents who responded to the Hendon Hub consultation opposing it (Barnet Council's figures) the plans were still approved.

Library should remain as the people's public library

The library building is a symbol of the Hendon community. It should remain as the people's public library and the flagship library of Barnet. Do not give it away.

Residents of Hendon and all of Barnet would be losing this renowned heritage building as a 100-year-old public municipal library.

The current library fosters reverence, belonging and social and community cohesion. Visitors to the new site will lose any sense of civic pride or awe-inspiring surroundings which cannot be attained from the ground floor of an ugly accommodation block as it can from a heritage building with a profound sense of local history.

To exclude residents from this current library building is to undermine their connection to the area.

Threat to library's character as a listed building

The library building will lose its character as a stand-alone Grade 2 listed building as it will have roof and rear extensions that are taller than the existing building. The third floor of B9 behind the library is on the level of the library roof, meaning that the roof of B9 will be higher than the roof of the library and look out of place when viewing from the road. This suggests a breach of compliance with Section 16 from the NPPF concerning conserving and enhancing the historic environment.

The library's proposed connection with the Town Hall annexe at east and west flanks of the new building erected on Building 9 site makes the site extremely built up and dense. There will be less defined separation with the Town Hall itself and the Town Hall can be mistaken as part of the MDX complex.

The trio of civic buildings – the Town Hall, Library and Fire station - represent the character of the civic area and this will be lost if the library is to become a MDX building.

Building 9 is not locally listed but it has an interesting architectural style and history. It can be modernised and extended without demolition to provide educational facilities without causing more climate change effects by demolition and building a bigger footprint on the site. This will also ensure separation with the Library and Town Hall annexe buildings.

Building 9 is under a restricted covenant (1899) that says "...no building shall be erected on the said piece of land within 40 feet of the boundary of the north side other than for the purposes of a private residence or as the professional residence of a medical man or a solicitor".

There is a risk of damage to the library roof and rear facade as much of the works entails removing the roof to connect to new roof of new building and covering over parts of the original rear walls to facilitate 2 storey rear extensions.

The glass connections also accentuate the mass of the proposed building works. Rather than allowing passers-by to view the original library and the Town Hall Annexe, it ruins the character of these listed buildings as if a huge barnacle has been squished in between and tacked onto the 2 existing buildings.

Any development on this site should be of a design that retains the separation of buildings. They do not have to be of a 1920s style but the current modern sleek lines of bricks, steel and glass do not complement the original buildings at all.

With all the above in mind, paragraph 130 from the NPPF, Section C1, I1 and I2 from the National Design Guide, and Section 1 and Section 6 from the Building for Life guidance will be contradicted. Similarly, Policy CS5 from the Barnet Local Plan Core Strategies document and DM01 from the Barnet Local Plan Development Management Plan will also be contradicted.

The proposed landscaping is minimal and restricted by the gross increase of the footprint of the new development. It will not diminish the negative impact of the excessive size, bulk, height, design and density of the development.

Campus creep's impact on parking and community

Any development on this site should be of a design that retains the separation of buildings. They do not have to be of a 1920s style but the current modern sleek lines of bricks, steel and glass do not complement the original buildings at all.

With all the above in mind, paragraph 130 from the NPPF, Section C1, I1 and I2 from the National Design Guide, and Section 1 and Section 6 from the Building for Life guidance will be contradicted. Similarly, Policy CS5 from the Barnet Local Plan Core Strategies document and DM01 from the Barnet Local Plan Development Management Plan will also be contradicted.

The proposed landscaping is minimal and restricted by the gross increase of the footprint of the new development. It will not diminish the negative impact of the excessive size, bulk, height, design and density of the development.

With all the above in mind, I urge Barnet Council to reconsider their current Hendon Hub proposals and instead create a plan that is equally beneficial to both Hendon residents and Middlesex University.

Officer Comment

All of the above representations have been taken into account and are considered within the relevant sections of this report and which form part of the assessment set out below.

Vivian Avenue Residents Group:

As a group of residents living in Vivian Avenue area, we are aghast that the Hendon Hub plans were NOT notified to our households. Many of us use the civic centre, Library, churches & Church End area as well as Brent St.

The consultation area is very limited for such huge proposals that will change the way Hendon will look, feel & function for the future.

We strongly object to the change of use of the library to MDX teaching block. The proposals will require demolition of the rear of the library & the former medical clinic to provide a combined teaching block of 4160 sqm.

We disagree that the building is not fit for modern day library services or that a move to a new building is necessary. It is possible to refurbish and refit the original library for library use as plans show that the internal spaces are to be gutted and how much floor area is available, especially as the Schools Learning Resource Service is to be moved.

The risks of damage to internal features and roof have been noted by Historic England.

The new build is of a dominant design and will completely dwarf the Town Hall and fire station as Hatchcroft currently does with its glass walls and square lines.

The landscaping proposed is superfluous when there is so much urbanisation on that enlarged footprint.

Options to extend/improve B9 (former Clinic) have not been considered. The proposal to remove existing 70s extensions from the rear of the library should be an opportunity to revamp the public library, to retain its reputation/use as the flagship library of Barnet, not to make it a part of MDX expansion.

This nothing but a gross overdevelopment that signifies the area is more campus than civic centre.

Officer Comment

Vivian Avenue is located some distance away from the application site beyond the consultation radius of the planning application. Nevertheless these representations

have been taken into account and are considered within the relevant sections of this report and which form part of the assessment set out below.

The Barnet Society:

The Barnet Society objects to this application.

Firstly, moving the Central Library out of its purpose-built home is completely unjustified. It is one of a trio of magnificent civic buildings in Hendon, much cherished by the local & borough-wide community. Significantly, it also houses the borough's local history centre & archives, used by people from beyond the borough. No consideration has been given to investing in it to adapt it for today's library & archive users, & to replace the 70s rear extension to provide ground-floor level access & new facilities. Yet major alterations are proposed to turn it into a business school.

Secondly, it is unclear that the alterations will respect the historic interiors & restore their coherence & spaciousness. Alarming, the applicant proposes to replace all internal joinery, when this is integral to the listed building and its removal damaging on both heritage & environmental grounds.

Thirdly, the HT&VI Statement offers only a perfunctory assessment of the history & heritage value of the pioneering & attractive Central Hendon Health Centre & Clinic, opened in 1934. It must not be swept away without properly understanding and recording its history & architectural features. We disagree that it does not contribute to the group value of the area: its scale, design & footprint are pleasingly complementary, something the replacement building is palpably not.

Fourthly, the proposed Building 9 is unsympathetic to the grade II-listed building. Bolting such a massive extension onto it would cause substantial harm to the listed building. Better a free-standing building in architectural dialogue with the library & separated by a decent gap that will also maximise natural light in each building. The skeletal brick wall grids & perforated attic fenestration of Building 9 are out of keeping with the predominantly solid brickwork of both the Library & the former Town Hall Annexe.

Officer Comment

These representations have been taken into account and are considered within the relevant sections of this report and which form part of the assessment set out below.

2.6.3 In Support

Middlesex University

Chief Executive:

I write in my capacity as the Chief Executive Officer of Middlesex University Students' Union, Middlesex University to state that the Students Union is certainly in favour of the new academic buildings and student accommodation proposed in the above planning applications. As They will enable our students to be taught in modern facilities with much improved teaching spaces and more flexibility while they study at Middlesex.

I'm conscious of the importance of adequate teaching spaces and the impact it has on our students' experience. We see this reflected in our annual surveys and want to do all we can to improve student experience at Middlesex. Some of the buildings in these planning applications will soon become unfit for teaching purposes (such as

the old single storey clinic behind the Hendon Library building and the Ravensfield building), and these plans would give us the opportunity to house teaching and learning in purpose built, improved facilities.

Consolidating more of our student accommodation in Hendon would be very welcomed by our student population. Currently, many of our students travel across London from Wembley or elsewhere and this adds financial burden, and can be challenging especially for those with part time jobs or caring responsibilities. I think it would be hugely beneficial for more of our accommodation to be within walking distance of the campus.

I have seen some local residents' concerns about student behaviour and the Students' Union, in collaboration with the University is committed to ensuring that students' impact on the local area is as positive as possible.

Vice Chancellor:

As Vice-Chancellor of Middlesex University, I support the Hendon Hub proposals contained within the planning applications above. They will enable the University to improve the facilities for students and staff, in line with our commitment to infrastructure that enables flexibility, which is a key part of the University's 2031 Strategy.

Middlesex University is passionate about high-quality education for all of our students. Our teaching changes lives locally, nationally and globally, enabling our students to shape their own lives and the world around them. Our practice-centred approach means that our students can flourish in society and the world of work because they have developed the skills and mind-set of entrepreneurialism, social justice and sustainable change. Teaching our students in some of our current spaces will become more difficult as some of these older buildings become no longer fit for purpose. The proposals in the planning applications will enable the replacement of four old educational premises with two modern buildings. These proposals are aimed at providing improvements in the quality of our facilities and improving our students' experience.

The proposals will also allow us to consolidate more of our student accommodation into Hendon, rather than being housed in Wembley or elsewhere in London. We believe this will improve students' experience. We have noted residents' concerns about student behaviour and we are committed to ensuring that students' impact on the local area is as positive as possible. The University is working in partnership with the local police and with Barnet Council to mitigate anti-social behaviour, recognising that this is caused by only minority of our students and also by people who are not students. Overall, we are very proud of our students, who contribute a great deal to their local community through work placements in local businesses, hospitals and care settings and volunteering in the local area. Equally, we are aware of the very considerable economic and social contributions that students make to the Barnet area.

Director of Estates:

I am writing in support of this planning application in my role as the Director of Estates for Middlesex University a position I have held for many years during which time we have strived to make our campus as attractive to students and staff as is possible.

We have created new buildings on our campus and we would like to see a new structure here as well which will provide modern premises in between its older neighbours.

We have occupied the single storey building (which used to be an old Clinic) behind the Hendon Library since 2010 but this building is reaching the end of its useful life becoming less adequate for modern academic needs. The plans in this application would provide a modern day structure to modern energy standards which the existing building cannot achieve.

The new four storey building proposal is I think a brilliant way of nestling a building into the streetscape with no detriment to any of its neighbours. It has been designed in a clever way at the Town Hall Annexe end with a glass box which allows the façade of the Annexe to still be seen.

Where it meets the Hendon Library building it will cleverly enable the removal of the three storey 1960's infill to be replaced with an auditorium in the centre of the building which does not need daylight. The new building will also conceal entirely the ugly rear of the Hendon library building.

The University already occupies all areas of the Hendon Library above the ground floor and it is natural that the ground floor should become part of the scheme which will ensure that the entire ground floor can be fully accessed through the front from the street.

Part of this application is for Listed Building Consent for works to the Hendon Library and the works to be done will not impact on any of the notable features of this building. The University looks after its buildings as evidenced only recently by the extensive works that we have carried out to the Town Hall Façade and the Council and the local population can be assured that the Hendon Library building would be well looked after by the University and in addition and we are taking steps to provide a form of access to parts of the building by our local neighbours.

2.7 Responses from External Consultees

Historic England – Heritage Assets

Summary position – “Authorisation to Determine an Application for Listed Building Consent as Seen Fit.”

Formal notification was provided giving the direction to the Local Planning Authority the authorisation to ‘determine the application for Listed Building Consent as seen fit.’ It also confirms that this authorisation is not valid unless it has been appropriately endorsed by the Secretary of State.

Historic England also stated that they were ‘consulted on the proposal at pre-app stage by the professional team (applicant’s team) involved. The final scheme is essentially the same scheme that we were ultimately consulted on, and therefore our advice remains the same as in our pre-app letter.’

[The following is taken from the pre-application advice letter which was sent as part of this consultation although dated 19 July 2021]:

Summary

The Hendon civic complex is an important group of early twentieth century civic buildings at the heart of the modern story of the suburb. The proposed new Building 9 would have an impact on the setting of the surrounding and attached listed buildings, as well a physical impact where it linked to the town hall and library. This harm would have to be balanced against the public benefits of the scheme. These should include a full restoration of the library building including reinstatement of wooden sash windows where these have been replaced in uPVC.

Advice

Significance

The site of Building 9 of the Middlesex University campus lies at the heart of the early C20 civic complex of Hendon, with neighbouring buildings including the town hall and annexe, the library and the fire station (all statutorily listed). It is clearly separated from the older village centre to the north around St Mary's church.

Building 9 dates from the 1930s and was built as a health centre. It has an attractive frontage facing south in Art Deco style, which and a conventional low-pitched slate hipped roof. We understand that it has recently been decided not to list the building. It does make a contribution to the setting of the surrounding listed civic buildings in that it is part of the story of the development of public facilities in the borough.

Hendon Town Hall dates from 1900, and is listed at Grade II. Its significance lies primarily in the original building facing The Burroughs. It was later extended to the west in matching style in 1929, and in 1960 the annex was built, again in matching style, which forms part of the Building 9 site. It is linked to the rest of the town hall by a first floor enclosed bridge. The 1929 rear extensions, while handsomely and solidly constructed in brick and stone, do not seem externally to be of huge interest in their own right. They do, however, contribute to the significance of the town hall complex by demonstrating a continuity of architectural vision within the council that lasted for sixty years. They are also built with a high quality of materials and craftsmanship. The annex itself is three storeys rather than the two of the rest of the complex. It does not speak of the 1960s at all, but it is a building of quality, of more distinction than the earlier additions to the town hall, and it adds to the interest of the civic complex as a whole. It would be helpful to know who designed it.

Hendon Library, dating from 1929, is listed at Grade II, and is well-described in the list description as 'a distinguished example of a Neo-Georgian public library'. It is uncertain from the evidence provided precisely how much of the historic interior survives. It would be helpful to have more detailed information about the interiors and the changes that have been made since the erection of the library, so that decisions about the future evolution of the building can be made on the basis of full knowledge. The RIBA photo library has a photo of an impressive internal dome to which no reference is made in the documentation provided, for example, raising the question of whether this survives concealed. It is clear however that the focus of interest is the main frontage and some elements of the interior. The railings with which the building was provided were doubtless removed in the second world war, and at some stage afterwards the dwarf brick walls were also removed and replaced, in typical fashion, with more rustic dwarf walls built from what looks like rock-faced artificial stone, which detract from the politeness of the principal façade. At some stage a number of the sash windows have also been replaced in uPVC, including to part of the principal façade, and again this detracts from the appearance of the building.

In 1973 the space between the rear wings of the library was infilled, in a low-quality fashion that detracts from the interest of the building. It is unclear precisely how much physical damage this caused to the surrounding rear elevations. It would be helpful to have drawings showing this.

The proposals involve the complete demolition of Building 9 and its replacement with a four storey building linking through to the annex at one end and the rear of the library at the other end.

The demolition of Building 9 would, on the basis of the evidence we have about the building, cause a minor degree of harm to the significance of the surrounding listed buildings, by removing evidence of one phase of the development of the complex.

The impact of the proposed replacement building is clearly more complicated. The four storey scale would be a little lower than the annex building and a storey higher than the town hall extension. Symbolically and visually it would cause a degree of damage to the setting of the town hall for a neighbouring building to be higher than the town hall, which should in terms of the hierarchy of classical architecture be the dominant building. However, the height difference would be moderate, and it would be the less significant rear portion of the town hall that would be affected. The building would block the oblique view of the town hall annex that can be seen from The Burroughs through the gap between the town hall and library, which is attractive and gives a sense of depth to the civic complex, and this would cause a small degree of harm.

The architectural style of the proposed building, with repeated brick bay elevations, portrait windows, and a mansard roof, is contextual and appropriate.

The physical connection between the new building and the annex would be a glazed link, with just one connection punched through a window at first floor level. The top of this link would be below the eaves of the annex building, and it would be an appropriately sensitive connection. The eastern elevation of the annex would clearly be obscured from outside, but it would be visible internally. There would be a small degree of harm from these impacts.

The connection between the new building and the library is more complex. The 1970s infill in the rear of the library would be removed and replaced, and a new infill inserted, which is acceptable in principle. Above the new infill would be placed the plant for the new building, behind a screen. These changes would, according to the drawings, involve removing three inward-facing rooflights and one inward-facing dormer on the roof of the library. No information has been provided about the spaces these rooflights and dormer light, and the resulting impact on them, and no justification has been provided for this change, which is likely to be harmful. This should be clarified.

These changes would also involve truncating the original roof of the rear of the library. This would cause harm, by removing original fabric and obscuring the original form and extent of the building, and has not been justified. It has been decided to roof the glazed link between the library and the new building in a pitched slate roof, continuing the form and materials of the roof of the library. The result of this would be to obscure where the listed building ends and the new one begins, causing harm. The undesirable impression that may result is that the library is an extension growing out of a larger building behind, rather than being a discrete structure.

It is stated that the historic library building will be restored as part of the works, which could potentially have a positive impact on the significance of the building, depending on the quality and scope of works.

Policy

The policy framework for the scheme on this site has been referenced above.

Position

The demolition of the health centre would cause a small degree of harm to the setting of the surrounding listed buildings, as would the obscuring of the east face of the annex because of the new link to the replacement building, and the slightly excessive scale of the proposed new building. While the proposed new building is broadly acceptable, its connection to the library should be refined to clarify the distinction between new and old. The historic roof should remain unaltered, and if it is proposed to remove the inward-facing rooflights, their function and internal significance should be explained, and this should be justified. The harm caused by the scheme should be weighed against public benefits, which should include restoration of the library building, including reinstatement of those wooden sash windows that have been replaced in uPVC. There is also potential to improve the landscaping fronting The Burroughs, where the original brick walls and railings have been replaced with a less appropriate post-war landscaping scheme.

Officer Comment:

HE's position of "less than substantial harm" is duly noted and officers agree with its overall assessment of harm. That harm is weighed in the assessment set out below against the public benefits along with the restoration of the library and suggested improvements to the landscape which could also assist in mitigation. It is also assessed against the statutory presumptions (see further below) . However it is important to note that although it is agreed, harm is less than substantial, the level of harm is less than when HE originally commented upon the scheme. As HE's concerns/comments in regard to the 3 inward rooflights, dormer and truncating roof are now no longer applicable, or at the very least significantly reduced. As these will now all be retained, repaired and fully reinstated where applicable.

Historic England – GLAAS

No objection – recommended Archaeological Condition:

No demolition or development shall take place until a written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, which shall include the statement of significance and research objectives, and

A. The programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works
B. Where appropriate, details of a programme for delivering related positive public benefits

C. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI.

Reason: This pre-commencement condition is necessary to safeguard the archaeological interest on this site. Approval of the WSI before works begin on site provides clarity on what investigations are required, and their timing in relation to the development programme. If the applicant does not agree to this pre-commencement condition please let us know their reasons and any alternatives suggested. Without this pre-commencement condition being imposed the application should be refused as it would not comply with NPPF paragraph 205.

Informative:

The written scheme of investigation will need to be prepared and implemented by a suitably qualified professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.

The archaeological work should include:

Watching Brief

A watching brief involves the proactive engagement with the development groundworks to permit investigation and recording of features of archaeological interest which are revealed. A suitable working method with contingency arrangements for significant discoveries will need to be agreed. The outcome will be a report and archive.

You can find more information on archaeology and planning in Greater London on our website.

Officer Comment

These comments are duly noted and the requested condition and informatives shall be added.

Thames Water

No objections.

Waste Comments

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.

Thames Water would advise that with regard to SURFACE WATER network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.

We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission:

A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit

is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk . Application forms should be completed online via www.thameswater.co.uk. Please refer to the Whole sale; Business customers; Groundwater discharges section.

With regard to SURFACE WATER drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Management of surface water from new developments should follow Policy SI 13 Sustainable drainage of the London Plan 2021.

Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website.

<https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewaterservices>.

We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation.

Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk . Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.

Thames Water would advise that with regard to WASTE WATER NETWORK and SEWAGE TREATMENT WORKS infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.

Water Comments

There are water mains crossing or close to your development. Thames Water do NOT permit the building over or construction within 3m of water mains. If you're planning significant works near our mains (within 3m) we'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.

<https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-nearor-diverting-our-pipes>

The proposed development is located within 15m of our underground water assets and as such we would like the following informative attached to any approval granted.

The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-yourdevelopment/Working-near-or-diverting-our-pipes>. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk

On the basis of information provided, Thames Water would advise that with regard to water network infrastructure capacity, we would not have any objection to the above planning application. Thames Water recommend the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

Affinity Water

No objections.

Cadent Gas Ltd

No objection, informative note required.

To prevent damage to our assets or interference with our rights, please add the following Informative Note into the Decision Notice:

Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. There may be a legal interest (easements and other rights) in the land that restrict activity in proximity to Cadent assets in private land. The applicant must ensure that the proposed works do not infringe on legal rights of access and or restrictive covenants that exist.

If buildings or structures are proposed directly above the apparatus the development may only take place following diversion of the apparatus. The applicant should apply online to have apparatus diverted in advance of any works, by visiting cadentgas.com/diversions.

Prior to carrying out works, including the construction of access points, please register on www.linsearchbeforeudig.co.uk to submit details of the planned works for review, ensuring requirements are adhered to.

MET Police – Secured by Design

No objections.

This proposal relates to the partial demolition of buildings to make way for a proposed extension for a new university teaching facility. It is noted that parts of the existing building are listed.

With the new proposal, it is important that the building has a rigid security and locking strategy. This is in relation to the numerous external door-sets located around the

building's perimeter that can increase the permeability of the site. As advised previously, 'excessive permeability' can lead to increased levels of crime and disorder. It is unknown whom will have access to these door-sets and whether these will be in constant daily use or not. With the lack of a secure door-set (with actuator) at these locations, entry could be possible for any person to enter the building at these points, thus potentially bypassing any reception desks or security personnel. To help to reduce the permeability of the building, access/egress should be encouraged via several door-sets that are well surveilled and any other doors (such as fire escapes etc) are not utilised as short-cuts for students etc, as these run the risk of being left open, insecurely shut and so on, thus leaving a potential opportunity to any potential intruder.

With higher burglary levels in Barnet than most other London boroughs, this places greater emphasis on the need for physical security products. Areas such as the glazed connection routes should contain security laminate to at least BS EN 356:2000 P2A to help protect against damage and intrusion. Security-rated door-sets would also assist for the newly proposed parts that are accessible externally.

If any community use is planned for this building then it is important to ensure that public and private (University) areas are clearly signposted and demarcated. The building security strategy should challenge any person within the private area if they do not have a sufficient and visible identity card/lanyard/visitor badge etc.

Street furniture is planned for some areas of the proposal and it is important to ensure that these areas are not misused by others such as street drinkers, skateboarding etc. Seating should be located in higher activity areas with no opportunity for concealment (eg. hidden behind tall foliage). Seating is often misused in hours of darkness therefore the sites formal surveillance (CCTV) and patrolling strategy should incorporate these areas. A flexible strategy should be adopted for seating whereby should a bench or seat become a particular repeat problem, it would be relatively easy to remove the seat either temporarily or permanently, depending upon the nature of the problem.

It is positive that we discussed the potential for a joint management strategy between the local authority and the University. This will help to ensure a joined-up approach to security, good clear lines of communication and assist with any future problem solving.

Officer Comment

These comments are duly noted and it is considered that these details can be secured by condition.

Highways England

National Highways raises no objection.

2.8 Responses from Internal Consultees

Ecology

No objections, the proposed development has been reviewed and is considered acceptable subject to a number of standard conditions and informatives, which will be included. The detailed comments are set out in the relevant section of this report.

Environmental Health

No objections. The proposed development has been reviewed in regards to noise, air quality, overheating, contaminated land and is considered acceptable subject to a number of conditions and informatives, which will be included.

Arboriculturalist

No objections. The proposal requires the removal of some trees. Compensation for this loss in accordance with the Council's adopted tree policy must be made. The Capital Asset Value for Amenity Trees (CAVAT) value of the tree will be required to mitigate the loss, and the money received used to support the planting targets.

Recommend a number of conditions relating to:

- Levels
- Hard & Soft landscaping
- Excavation for services
- Pre-commencement, Tree protection and method statement
- Landscape management

Policy

No objections.

Planning Documents considered in assessing the applications

- NPPF
- The London Plan 2021
- The Barnet Core Strategy
- The Barnet Development Management Policies

See comments on the SPD at 1.1 above.

Change of use/ Loss of Public Library

Policies CS10, DM13 and draft policy CHW01 require that the replacement of a community facility is only acceptable if the replacement facility is of equivalent or better quality to the original. The Barnet Library Service contend that the proposed new facility to be delivered opposite the Hendon Town Hall and current Library will meet this requirement. It is clear that there will be an increase in floorspace. The existing floorspace of the Public Library is 622sqm the proposed floorspace in the proposed new Library building is 675sqm. Part of the Library Service functions will also be moved from existing shipping containers to the rear of the current Library to a refurbished building (the former Quinta Club) adjacent to the Quinta Open Space on Mays Lane. The shipping containers will be removed to make way for the proposed building.

Building 9 existing use relates to administration / teaching functions for Middlesex University. These functions will be redistributed around the University Campus or provided as part of the new Building 9.

The change of use relates to the existing Hendon Library building which is proposed to change from F1(d) Public Library to F1(a) Provision of education. This change of

use is only acceptable in planning terms if the public library is re-provided. Building 9 will be rebuilt and remain F1(a).

Conservation, Heritage and Design

Hendon Library is a Grade II Listed Building and is part of a civic group of buildings that are adjacent to each other. Hendon Town Hall, Hendon Library and Hendon Fire Station are all Grade II Statutory Listed and together provide a particular character and create a group setting of heritage buildings of significant historic value and character, they also fall between the two Conservation Areas along The Burroughs.

Development of Building 9 therefore needs to be sympathetic to both the Listed elements of the Hendon Library itself and to the setting of the building in the wider historic environment. Historic England; and the Conservation and Heritage Officers and Design Officers at the Council need to be satisfied that the requirements of the NPPF and London Plan Policy HC1 and Local Plan Policies CS5 and DM01 and DM06 and draft Local Plan Policy CDH08, as well as the general Design Policies of the Local Plan, have been met.

Design and materials should therefore be approved by the Council's Heritage and Conservation Officers as well as the Design Officers and in consultation with Heritage England as required.

Energy

According to the Energy Statement "the remaining 23% reduction of CO2 emissions shall be off-set by a cash in-lieu payment to the London Borough of Barnet, based on £95 per Tonne per annum over 30 years" this is calculated by the statement to be £16,265. This should be confirmed and secured through a S106 obligation or similar.

Urban Greening/Biodiversity

London Plan Policy G5 requires that predominately commercial development (i.e. development that is not predominately residential) should achieve an Urban Greening Factor of 0.3 this site is currently projected to achieve 0.21367. Although Policy G5 does not allow for the shortfall to be offset elsewhere in the Borough, as this is part of a wider Masterplan and there are areas both within the Masterplan area and on its boundary that would benefit from additional greening, these should be explored.

The Ecological Appraisal Report concluded that the proposed landscaping would result in a Biodiversity Net Gain increase of 33.43% habitat units. The report also recommended that by including the recommended biodiversity enhancements listed in Section 5.5 of the report that this would further increase the site's suitability for a range of faunal species including protected species such as birds, bats and invertebrates. It is recommended that these enhancements are provided onsite to meet the requirements of London Plan Policy G6, Local Plan Policy DM16 and draft Local Plan Policy ECC06.

SuDs

Sustainable Drainage Systems (SuDS) are encouraged across the site to lower the amount of runoff entering the stormwater infrastructure. All SuDs designs, drainage plans and paving materials should be agreed with the Drainage and Highways Team at the Council.

Traffic/Transport – Please refer to Transport Planner comments

Heritage

No objections.

Hendon Public Library dates from 1929 and was designed by T.M. Wilson for the Hendon Urban District Council. It was statutorily listed Grade II in May 2002.

The application is for full planning permission and listed building consent. This involves demolition of the 1930's single-storey, former health clinic (Building 9) and its replacement with a 4 storey building with links to Hendon library and the Town Hall Annexe. The new building would become a teaching facility for Middlesex University's Business and Legal School. A new library is proposed to be provided on the eastern side of The Burroughs.

It should be noted that, although of some architectural interest, the former health clinic is not designated as a locally listed building and no objection has been raised to its replacement, subject to an appropriate design.

The proposed new building would link the rear of the library to the town hall annexe. It would connect with that part of the library which has been the subject of unsympathetic extensions carried out in the 1970's. It has been designed in a contemporary style, but using a palette of materials, including red brick and white brick inner window frames that echo the materiality of the adjoining buildings.

At 4 storeys the new building has been designed to be respectful of the scale of the neighbouring buildings and the roof has been purposely set back to reduce its visual impact when seen from ground level. The elevations are set out in a series of red brick bays with inset aluminium windows and doors with stone detailing and a metal mansard roof. The two glazed links provide sympathetic connections between the new building and the existing buildings, to reinforce a degree of separation between the new and old elements. The design, scale, mass and bulk of the new building is considered appropriate for its setting, providing a comfortable transition between the rear of the library and the town hall annexe. When seen from The Burroughs the new development would be largely hidden from view and would have minimal visual impact on the principal views of the Town hall, Library and Fire Station.

The front elevation of the library will remain unchanged and the north and south flanks will be improved as a result of repairs and upgrading of the fenestration and redecoration to the external fabric. One of the beneficial proposals is to replace existing uPVC sash windows with more appropriate timber versions.

Further information will, however, be required via conditions to ensure the facing materials are of high quality and appropriate. This should include details of the screening of the plant room enclosure on the roof. Details of the facing materials, including, brickwork, metal roofing panels, aluminium windows, stone coping and metal spandrel panels should also be provided by condition.

Various changes are proposed to the library, both internal and external, for which a schedule of works has been provided, although no precise details submitted at this stage. The works include repairs, redecoration and some renewal. The library building will be restored, repaired and enhanced providing some heritage benefits. Works have been identified to windows, doors, rainwater goods, with new lighting and heating, mechanical ventilation and a fire alarm system. These works will require specification and agreement.

Internally, the principal spaces within the library will remain unaltered and retain their existing character. The building's plan form will remain unaltered. The modern glazed additions within the entrance foyer will be removed and this will help to restore the visual appearance of the area around the main staircase. On the first floor, a modern mezzanine floor will be removed along with toilet fittings. The reading rooms will remain unaltered in plan.

The proposals are considered to be acceptable, subject to further details both for the new building and the library, as referred to.

Officer Comment:

The details and specifications required would be secured through conditions.

Urban Design

No objections.

General:

The building form, mass and footprint are to remain submissive to the frontage building and blend in a legible way within the context of the campus.

Height:

At 4 storeys with a roof setback this building is invisible from the Burroughs and becomes a meaningful connection and infill to the campus of the university.

Massing:

The mass blends well between existing elements. The connections are light and seamless providing a meaningful connection with the existing buildings. The permeable ground floor also acts as a good way to bring the pedestrian perspective to the forefront. It is a building that we can mostly experience as an edge to footways, the proposal mass does this well.

Building footprints:

The building footprint is seen as successful as it allows for footways of meaningful size either side of the building and provides some relief in the connections to existing buildings.

Architecture:

Architecture is formal and relies on subtle details to manifest legibly. The window reveals are simple and large yet incorporate a recess to amplify shadow play. The roof remains invisible from most natural viewpoints allowing for the ground floor to be the main element to experience.

Material and façade variation:

This language manifests differently on parts of the building, further highlighting individual character but with a familiar design language. This attempt is welcome as it could reinforce wayfinding, provide more robust edges where needed and differentiate between public and private spaces.

Views:

Views into the site from the Burroughs are tested thoroughly. Overall views are not seen as detrimental. The existing building is considered as the main frontage and remains so on views from the Burroughs as illustrated.

Wayfinding:

We have clear views and a robust wayfinding strategy which efficiently leads people to open spaces, green spaces and entry points.

Local integration:

The development relates to the character of the area which is indeed predominantly academic. The development height does not harm the area, height is concentrated and hidden between existing elements to provide additional space for the University.

Transport and Regeneration

Summary - No objections. The development is acceptable on transport grounds subject to a legal agreement and planning conditions. The detailed comments provided by transport officers has been incorporated in the highways section of this report.

Drainage/SuDs

No objections, however further details and information are required therefore have requested this is controlled by condition.

Waste/Refuse

No objections – however further details and information are required therefore have requested this is controlled by condition.

Employment and Skills

No objections subject to appropriate term in s106 legal agreement.

The site will require to offer Employment and Skills based on the SPD;2014 eligibility criteria, mitigating the impact to the community and ensuring their comments/ feedback from the community are equally addressed.

Library Services

No objections.

We are very supportive of the proposals to provide a new library building in Hendon as this will give us the scope to improve the service provided to the local population and we are excited about the opportunity this represents. We will be able to increase the range of services provided, raise the profile of the library and modernise the offer. The proximity of other community services relocated from the current Meritage centre and the incorporation of the safer neighbourhood team in the library building is also very positive and there are nice synergies which will facilitate better partnership working.

Moving the school Library service to the Quinta Club site will provide much better working space for this part of the library service which in turn will enable them to better respond to the needs of Barnet's schools.

3. PLANNING ASSESSMENT

3.1 Principle of development

Change of Use & Loss of Library

Policy DM13 of the Local Plan requires the re-provision of community facilities with at least an equivalent quality or quantity of floorspace and should be provided at the site or in a suitable alternative location. The existing library would be relocated opposite the site on The Burroughs as part of the RFC planning application (21/4709/FUL). The existing library has GIA of 462 sqm and this would increase to a minimum of 675 sqm. The new library building would also create more flexible and efficient spaces which could be adapted to provide both the traditional library offer and deliver a more dynamic and flexible services.

The existing School Library Resource Services (SLRS) would be re-provided at the former Quinta Club which would be completely refurbished and is being considered under application ref: 21/4613/FUL. The new building and the ground floor of Hendon Library would be occupied/used by Middlesex University who already occupy the upper floors of the library.

As noted above, Library Services are entirely supportive of this move and have confirmed this would improve the service provided to the local population and help increase the range of services provided. Therefore there are no in principle objections to the proposed development.

In addition the applicant has confirmed that the agreement with Middlesex University would also ensure public access to the ground floor, 1st and 2nd floor ornate reading rooms in the existing Hendon Library building in perpetuity. The details and arrangements would be agreed through a Community Access/Management Plan and secured via s106 legal agreement. This will form part of the broader offering of increased access to the community across the wider regeneration project, such as the new arts and cultural industries facility. This will help ensure the scheme is cohesive and accessible to the community and residents in line with The London Plan Policy GG1 and S1 promoting good growth is inclusive growth which encourages openness, diversity and equality, and help deliver strong and inclusive communities.

3.2 Design

The NPPF makes it clear that good design is indivisible from good planning and a key element in achieving sustainable development. This document states that permission should be refused for development which is of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions. It identifies that good design involves integrating development into the natural, built and historic environment and also points out that although visual appearance and the architecture of buildings are important factors; securing high quality design goes beyond aesthetic considerations.

The London Plan 2021 also contains a number of policies, such as Policy D3, promoting a design led approach having regard to various matters such as character, layout, scale, sustainability, public realm and landscaping for example. The London Plan 2021 emphasises the need for a good quality environment, with the design of

new buildings supporting character and legibility of a neighbourhood. The London Plan 2021 states that buildings, streets and open spaces should provide a high quality design response that has regard to the pattern and grain of the existing spaces and streets in orientation, scale, proportion and mass; contributes to a positive relationship between the urban structure and natural landscape features, including the underlying landform and topography of an area; is human in scale, ensuring buildings create a positive relationship with street level activity and people feel comfortable with their surroundings; allows existing buildings and structures that make a positive contribution to the character of a place to influence the future character of the area; and is informed by the surrounding historic environment.

Policy CS5 of Barnet Council's policy framework seeks to ensure that all development in Barnet respects local context and distinctive local character, creating places and buildings of high quality design. In this regard Policy CS5 is clear in mandating that new development should improve the quality of buildings, landscaping and the street environment and in turn enhance the experience of Barnet for residents, workers and visitors alike. Policy DM01 also requires that all developments should seek to ensure a high standard of urban and architectural design for all new development and high quality design, demonstrating high levels of environmental awareness of their location by way of character, scale, mass, height and pattern of surrounding buildings, spaces and streets. Proposals should preserve or enhance local character and respect the appearance. Policy DM03 seeks to create a positive and inclusive environment that also encourages high quality distinctive developments. The above policies form the basis for the assessment on design.

The submitted Planning Statement along with the Design and Access Statement (DAS), outlines the evolution of the masterplan. The proposed design emerged from an understanding of the site and context, heritage setting and a consideration of both the constraints and opportunities of the site. The development has followed a design and heritage-led approach which seeks to optimise the use of public land. Appropriate consideration has been given in terms of height, massing, materials and layout to the character and immediate buildings Hendon Library, Town Hall, Annexe and Fire Station.

Section 5 of the DAS illustrates the evolution of the masterplan following the extensive pre-application discussions with officers over the period of 16 months, plus public and stakeholder engagement. The application is also accompanied by an ES and Heritage and Visual Impact Assessment (HTVIA). The HTVIA provides an assessment of the impact of the proposed development on heritage, townscape and visual receptors.

Heritage

Barnet Policy DM06 indicates that all heritage assets will be protected in line with their significance and development proposals must preserve or enhance the character and appearance of Barnet's conservation areas.

The Planning (Listed Buildings and Conservation Areas) Act 1990 sets out the statutory duties for dealing with heritage assets in planning decisions. In relation to listed buildings, all planning decisions should "have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses".

Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (PLBCAA 1990), imposes a statutory duty on Local Planning Authorities and states that "In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses".

The NPPF (Paragraph 199) states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

At Paragraph 202 the NPPF confirms where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use. In addition the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application (Paragraph 203).

Building 9/Hendon Library

The proposed works would include:

- Existing Building 9 - complete demolition
- Existing Hendon Library (listed) - Demolition of late 1970's additions and modern concrete infill to the rear elevation of both single and three storey elements; lift, concrete mezzanine level and toilets and staff areas.

The Council appreciates that the extension is considered to be part of the "listed building" pursuant to section 1(5) and has the same protection as the rest of the building, nevertheless, the demolition is considered acceptable because they affect later additions to the building the removal of which does not affect the historic fabric of the older portions of the building which are the reason for its listing and would represent a minor improvement to the appearance of the building by removing an unsightly later addition.

Other works are also identified to the façade, restoring the windows to the front main elevation and replacing inferior Upvc windows with heritage timber windows. Internally original features would be retained and restored such as the staircase hall and reading rooms.

Building 9 is not listed and recently had an application for listing rejected. Historic England confirmed that there would be,

"a minor degree of harm to the significance of the surrounding listed buildings, by removing evidence of one phase of the development of the complex."

The Council's heritage officer goes further and has stated there is no objection to removal stating,

“It should be noted that, although of some architectural interest, the former health clinic is not designated as a locally listed building and no objection has been raised to its replacement, subject to an appropriate design.”

It is accepted therefore that the demolition of Building 9 itself is acceptable. Furthermore it is considered that the proposed works involved with the restoration of the library and internal works would have little impact on the important fabric of the building itself, and its significance as an early 20th century library building would be unaffected.

As the heritage officer has confirmed, internally the principal spaces within the library will remain unaltered and retain their existing character. The building's plan form will remain unaltered. The modern glazed additions within the entrance foyer will be removed and this will help to restore the visual appearance of the area around the main staircase. On the first floor, a modern mezzanine floor will be removed along with toilet fittings. The reading rooms will remain unaltered in plan. These works do not require planning permission in themselves, but would require listed building consent and as such is assessed as part of the consideration of the LBC application.

New Building

It follows therefore that the main heritage consideration in the assessment of the proposal is with the impact of the new replacement building. The new building would be 4 storeys with a mansard roof and connect with both the library and the town hall annexe. The northern elevation is staggered which adds interest to the façade and creates greater space to improve the public realm. The southern elevation facing the Town Hall would have a clean straight elevation. The vertical glazed links that 'bookend' the new building are stepped back to provide good visual articulation and perceived separation between the existing and new building forms. The link to the Annexe would have a flat roof and to the Town Hall a pitched roof which would meet the ridge height of the library roof.

Historic England have been consulted on this application and have given the Local Planning Authority the authorisation to 'determine the application for Listed Building Consent as seen fit.' Although they did provide pre-application comments. In summary they stated, the new building would have an impact on the setting of the surrounding and attached listed buildings, as well a physical impact where it linked to the town hall and library. However this harm would have to be balanced against the public benefits which include a full restoration of the library building including reinstatement of wooden sash windows.

They did express some concern over the scale in relation to the Town Hall however they concluded the “height difference would be moderate, and it would be the less significant rear portion of the town hall that would be affected.” They confirm the architectural style of the proposed building, with repeated brick bay elevations, portrait windows, and a mansard roof, is contextual and appropriate. No issues are raised with the connection to the rear of the library although a small degree of harm as a result of oblique views of the Annexe being blocked by the new building from The Burroughs.

Some concerns were also raised during the pre-application stage which were likely to be harmful in regards to the roof of the existing library and the potential for the loss of the inward facing rooflights and rear dormer. HE had therefore advised that “the

historic roof should remain unaltered.” However the applicants submission confirms that these original features will now be retained and fully restored. Therefore officers consider that this previously identified harm is no longer applicable, or at the very least significantly reduced .

Historic England’s position is that the new building is broadly acceptable. The demolition of the health centre would cause a small degree of harm to the setting of the surrounding listed buildings, as would obscuring of the east face of the annex and the slightly excessive scale of the proposed new building. The harm caused, which is clearly less than substantial should be weighed against public benefits. These will be considered later in this section.

The urban design officer has commented that the building form, massing footprint are all acceptable and the set-back roof ensures the building would help minimise the mass to the upper floor.

The Council’s heritage officer has stated,

“The proposed new building would link the rear of the library to the town hall annexe. It would connect with that part of the library which has been the subject of unsympathetic extensions carried out in the 1970’s. It has been designed in a contemporary style, but using a palette of materials, including red brick and white brick inner window frames that echo the materiality of the adjoining buildings.

At 4 storeys the new building has been designed to be respectful of the scale of the neighbouring buildings and the roof has been purposely set back to reduce its visual impact when seen from ground level. The elevations are set out in a series of red brick bays with inset aluminium windows and doors with stone detailing and a metal mansard roof. The two glazed links provide sympathetic connections between the new building and the existing buildings, to reinforce a degree of separation between the new and old elements. The design, scale, mass and bulk of the new building is considered appropriate for its setting, providing a comfortable transition between the rear of the library and the town hall annexe. When seen from The Burroughs the new development would be largely hidden from view and would have minimal visual impact on the principal views of the Town hall, Library and Fire Station.”

In addition officers note that front elevation of the library will remain unchanged and the north and south flanks will be improved as a result of repairs and upgrading of the fenestration and redecoration to the external fabric. One of the beneficial proposals is to replace existing uPVC sash windows with more appropriate timber versions.

Officers note that various changes are proposed to the library, both internal and external, for which a schedule of works has been provided, although no precise details submitted at this stage. The works include repairs, redecoration and some renewal. The library building will be restored, repaired and enhanced providing some heritage benefits. Works have been identified to windows, doors, rainwater goods, with new lighting and heating, mechanical ventilation and a fire alarm system. These works are considered acceptable however will require details to be agreed via conditions.

Materiality

The application submission confirms the materiality of the new building has been carefully considered. The building generally consists of a clean pallet of brickwork, a 'curtain walling and a layered framed window system for the glazed elements' of the scheme. The principle of a red brick that reflects that of the surrounding buildings is considered appropriate for the main elevations with limited use of modern materials (such as zinc roof and large format glazing at the link points).

Officers consider that the selection of appropriate high quality materials for the building will be very important, as will the attention to detail of individual features and the use of high quality hard and soft landscaping. Other key areas in the design would be the connections to the existing buildings in particular to the library and the roof screening. Accordingly notwithstanding the detailed submission, these matters will be controlled by way of conditions.

Summary

Taking all matters into consideration, officers views are that the proposals are considered to be acceptable, subject to further details both for the new building and the library, being secured through appropriate planning and listed building conditions. The proposed building would not affect the significance of the 'family' of three listed civic buildings on the Burroughs by virtue of development within their settings either individually or as an ensemble. The new building would only be visible obliquely from the Burroughs and in the context of similarly scaled campus buildings to the west of the Burroughs.

If, as Historic England have stated there is considered to be a small degree of harm caused by the scheme (less than substantial), then this can be weighed against the public benefits. This includes the restoration of the library building, reinstatement of appropriate heritage sash windows replacing existing inferior uPVC. In addition the proposal would also involve improvements to the public realm and permeability with additional landscaping to the front of the site which would enhance the setting of the listed buildings. Public access will also be retained to the listed Hendon Library building with access arrangements to be agreed through the formal legal agreement which would also allow access to the ornate reading rooms once they are fully restored.

Furthermore the applicant has also provided a list of the non-heritage public benefits which include:

- Maximising the reuse of previously developed land for affordable housing, social and community infrastructure – as part of the wider regeneration project.
- Delivery of student accommodation for Middlesex University - 50% affordable student accommodation.
- As part of the wider of regeneration project, significantly enhanced teaching space and ancillary facilities. The University is one of Barnet's largest employers, employing c.1,500 local and London-based staff.
- Re-providing improved community space and allowing for the release of site(s) for redevelopment.

- 100% 'affordable' purpose-built supported accommodation – as part of the wider regeneration project.
- Enhanced landscaping across the whole masterplan area.
- 33.43% on-site Net Gain in Biodiversity (National Government target 10%).
- Economic effects on local and regional economy during construction and operational use, e.g. job creation, wages as detailed within the ES.

As required by the NPPF, applications that directly or indirectly affect the significance of a designated heritage asset, the harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use. Policy DM06 also requires a balancing of harm with identified benefits. Following the assessment undertaken and set out above, it is considered that the proposed development is appropriate and if there is any low level harm caused, it is outweighed by the heritage and non-heritage benefits identified above.

The cumulative impact of the applications has also been considered as part of the overall impact of heritage issues. The EIA confirms the effects relating to individual sites and Townscape, Heritage and Visual Impact aspects do not interact with each other. This is because there is no direct intervisibility between the Proposed Developments. Therefore it is considered that there would be no adverse cumulative impacts on the heritage assets even when the developments are considered overall.

For the reasons given in the report above, it is identified that there would be less than substantial harm to the significance of the designated heritage assets which although of a limited nature has nonetheless been given considerable weight by officers.

As stated above, in arriving at its planning judgement officers have had fully in mind the requirements of sections 66(1) and s.72(1) of the P(LBCA)A 1990, by which Parliament intended that the desirability of preserving the settings of listed buildings and conservation areas should not simply be given careful consideration but "considerable importance and weight" when carrying out the balancing exercise. This gives rise to a strong statutory presumption against granting planning permission for development which would cause (any) harm to the settings of listed buildings or the settings of conservation areas, even where the harm would be "less than substantial" the balancing exercise cannot ignore the overarching statutory duties imposed by sections 66(1) and s.72(1). In the present instance, officers have therefore attached considerable importance and weight to the section 66(1) and s.72(1) duties when carrying out this assessment and have found that having regard to the less than substantial harm caused (as identified above) to heritage assets any presumption against the grant of consent has been clearly displaced by the substantial public benefits arising from the proposal.

In this case there would be a package of benefits that would arise from the development which have been attributed substantial and moderate weight with limited weight applied only to the financial benefits. In accordance with the NPPF it is considered that the overall package of these public benefits is of considerable and substantial importance which would clearly outweigh the harm to heritage assets notwithstanding the considerable weight given to the 'less than substantial harm' that would arise from the proposed development.

Policy DM01 requires that the principles set out in the national Police initiative, 'Secured by Design' should be considered in development proposals. The proposed development was subject to consultation with the Met Police who have raised no objections subject to the standard condition. Therefore a condition would be attached to any permission requiring the proposed development and design to achieve Secured by Design accreditation.

3.4 Amenity Impact on Neighbouring Properties

Privacy/Outlook

The Barnet Residential Design Guidance SPD states there should be a minimum distance of about 21 metres between properties with facing windows to habitable rooms to avoid overlooking, and 10.5 metres to a neighbouring garden. Shorter distances may be acceptable between new build properties where there are material justifications.

There are no adjoining residential properties identified which would be adversely affected by the proposed development.

Daylight/Sunlight

The applicant has undertaken a Daylight and Sunlight assessment for the proposed development and neighbouring properties based on the approach set out in the Building Research Establishment's (BRE) 'Site Layout Planning for Daylight and Sunlight: A Good Practice Guide' (2011).

The BRE guidelines explain that the guidelines are not mandatory and that the guide should not be seen as an instrument of planning policy; its aim to help rather than constrain the designer. Although it gives numerical guidelines, these should be interpreted flexibly especially for non-residential properties and since natural lighting is only one of many factors in site layout design.

A Daylight/Sunlight Report has been prepared by GL Hearn in support of the proposed development. The daylight and sunlight has been assessed to the neighbouring properties, Town Hall, Annexe, Hendon Library, Fire Station and Hatchcroft. All are non-residential buildings with the exception of Hatchcroft which is a mixed use block with residential accommodation on the upper floors. For this building the report states that 37 windows have been assessed of which 33 met the guidelines and the Internal daylight has been assessed to 22 rooms of which all 22 met the guidelines.

Overall, the daylight was assessed to 402 windows of the surrounding buildings, of which 301 met the guidelines. Internal daylight has been assessed to 130 rooms of which 112 met the guidelines. This equates to a 86% pass rate which is considered more than reasonable. It should also be noted that the BRE allows for deviations to occur to neighbouring properties where the developing party owns the neighbouring properties.

It is important to consider that all residential accommodation meets the BRE and buildings with a special purpose still retain good daylight levels. Therefore on balance and in these circumstances officers consider that this would be acceptable.

Noise

A Noise Impact Assessment was produced by GL Hearn (see report for full assessment and details of proposed mitigations). The site is considered suitable for the proposed development with respect to environmental noise levels provided that plant noise emissions are controlled and designed in accordance with the report or other measures determined to be suitable at a detailed design stage, and the acoustic design for other noise-sensitive spaces is developed as part of the detailed design to meet relevant guidance.

The proposal and various reports have been reviewed by the Council's Environmental Health team. The officers have stated that due to the location of this site, which is surrounded by community buildings with some residential and commercial units across the main thoroughfare "The Burroughs", there is a precedent for the proposed usage. Therefore, impacts such as noise from potential users of the site will not be likely to have a significant impact. The site itself proposes no new car parking spaces instead it proposes a number of measures to use existing spaces along side a new car club and "blended learning" to reduce car trips. Therefore, the impact from increased car transport should be minimal. Also the Hendon Hub proposals will bring new student residential across the road to the Fenella site; this should increase only transport by foot by those students to and from the building. The site at the front on The Burroughs is relatively well served by public transport enabling public transport to be an option.

In considering the noise report and potential impact to neighbours, conditions are recommended to ensuring that any plant or machinery associated with the development achieves required noise levels for the surrounding environment. The council's environmental health team have also recommended appropriately worded conditions for noise reporting and impact mitigation, extract and ventilation equipment and plant noise. It should also be noted that any excessive or unreasonable noise is covered by the Environmental Protection Act 1990.

Air Quality

An Air Quality Assessment was produced by GL Hearn and an air quality neutral assessment has been undertaken in line with GLA guidance. The assessment concluded that the Development is expected to be Air Quality Neutral in terms of both building and transport emissions.

The development proposal and details were reviewed by the Council's Environmental Health team who have advised that the proposed development is acceptable. The proposal does not, in air quality terms, conflict with national or local policies, or with measures set out in the London Borough of Barnet's Air Quality Action Plan. There are no constraints to the development in the context of air quality.

The councils environmental health team conclude the air quality report is acceptable, and it states that mitigation is required through the construction phase to control dust emissions etc. The officers confirm that air quality is not a significant issue at this site and air quality mitigation is not required in the operational phase. The construction will require significant mitigation and therefore it is advised that a Construction Environmental Management Plan, as advised by the consultants, in order to control

dust emissions and maintain good mitigation in line with current good practice is conditioned.

Suitable conditions are attached regarding ventilation and the submission of details of proposed plant and equipment. In respect of air quality neutral transport section, further details and measures are required relating to pedestrians and cyclists as detailed within the air quality neutral report. Therefore it is advised that a condition is included for a further air quality neutral update report which would include measures to improve sustainable transport. In respect of the design, the scheme contributed towards overall reductions in CO2 production, having regard to energy and sustainability policies. Accordingly appropriate conditions will be included to ensure all details and mitigation measures are secured.

3.5 Transport / Highways

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.

The application was accompanied with a Transport Assessment which has been reviewed by the council's transport highway officers who have provided detailed comments as set out below. Officers conclude that the development is acceptable on transport grounds subject to a legal agreement and planning conditions.

Existing Conditions

TfL's WebCAT tool indicates that the site PTAL value varies between 2 and 4 which indicates below average to good levels of accessibility. Taking this into account, measures that seek to improve the public transport accessibility and active travel credentials of the site should be a priority in order to deliver a sustainable development in transport terms.

The TA suggests that the PTAL value is 4, and therefore the site has a good level of accessibility. The current TFL PTAL calculation do not consider all the buses in the area and the applicant have undertaken additional PTAL calculations (included within the appendices) accounting for all the bus routes and that Hendon Central is within a walkable distance. LBB officers agree that the WebCAT tool is potentially underestimating public transport convenience in this location given the very close proximity to the PTAL 4 boundaries.

There is no net change in parking proposed. The parking at the current B9 site is only for disabled users and a service vehicle. The disabled parking will be retained. Parking for staff will be accommodated at existing locations throughout the campus. Appendix A shows the levels of existing parking within the whole development area

and where residential / public parking is to be removed, where the spaces will be re-provided.

In addition, the full site now falls within the HC2 CPZ area as the experimental extension to cover the Prince of Wales estate is set to become permanent.

Baseline Transport Data

The nature of the wider development is to provide student accommodation near to the existing University campus. There will be no net increase in the total number of students at the University. As existing students travel to the University including from Wembley, where there is an existing halls of residence and will close, the development will reduce the number of students travelling and therefore reduce the use of tube, rail and bus. An analysis of TfL's bus usage data from the 2018 Bus Origin Destination Surveys (BODS) has confirmed that there is spare capacity along the selected bus routes including the 183, 240 and 326 through Hendon.

The Personal Injury Accident (PIA) review that has been provided is based on the 'Crashmap' database and therefore does not provide sufficient details as to the exact nature of the incidents and possibly does not contain the most current data. The TA concludes that 'the data does not suggest that there are any safety issues that need to be taken account of and resolved as part of the re-development proposed for the site.' LBB cannot verify this based on available data and have requested a more detailed PIA review. This is being undertaken and will be included with the results of the Active Travel Zone healthy streets assessment.

Proposed Development

The development proposes including the provision of a teaching block including east and west connections to Hendon Library and Hendon Town Hall Annex and the change of use of the ground floor from a public library to University teaching accommodation. The proposals also include internal alterations to the existing library to facilitate its use for teaching accommodation. The proposals also include internal alterations to the existing library to facilitate its use for teaching and new multipurpose lecture theatre and event space. The proposals comprise the conversion of the existing library and a new extension to the rear of the library as follows:

- Existing Library element GIA 961 sqm (over two floors)
- New build Ground Floor – GIA 1201 sqm – (teaching facilities)
- New build First Floor – GIA 1122 sqm - (teaching facilities)
- New build Second Floor – GIA 1108 sqm – (teaching facilities)
- New build Third Floor – GIA 729 sqm including 44 sqm plantroom – (teaching facilities)
- New Build Total GIA = 4160 sqm
- The proposals include office space for up to 300 academic staff.

The applicants have indicated that events are likely to be irregular and are likely to take place in an evening, therefore not impacting on the local highway and PT network during peak periods. This is acceptable.

It is proposed that the academic staff on site, will be relocated from other parts of the university, largely from the existing R&F site and will not generate new trips on to the network. Parking is proposed to be re-provided within the Saracens West Stand Development and the MXU site surveys indicate that there are already has a large number of underutilised cycle parking facilities to cater for demand. LBB officers

would expect that the new building will provide cycle parking on-site (based on the proposed floorspace) to London Plan Standards and this should be secured by Condition.

It is noted that it is anticipated to have approximately 327 staff and 1,000 full time students who will use the facilities per day. However, the applicant have indicated that there is no intention by the University to increase its size and the proposals are a reallocation of uses within the campus including the provision of university accommodation. However, given that the proposed facilities are increasing in size and quality it is considered essential that a robust Travel Plan is in place for the development with ambitious targets and careful monitoring of the B9 use. Cycle Parking should be provided to maximum expected under the LP standards and a contribution towards monitoring the local CPZ to be secured.

Car Parking

It is mentioned that the site has 3 on-site car parking spaces, one used by the SLRS and the other two for disabled users. Whilst the SLRS space is proposed to be removed the disabled space are to be unaffected. However, it is also mentioned elsewhere in the report that there will be no parking on site and that there is negligible parking on site. LBB officers requested clarification and the applicant has confirmed that the two disabled spaces are located on the south-east corner of the existing library and accessed off The Burroughs adjacent to the Town Hall. The two parking spaces are not within the red line boundary of the B9 site and are therefore retained. 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 demonstrated and conditioned.

The proposed low levels of parking would only be supported by the LB Barnet Transport Team subject to the following:

- Satisfactorily provision of sustainable transport and active travel measures / improvements;
- Implementation of a Travel Plan (to be conditioned);
- Protection of the local amenity from potential overspill parking via review / expansion of the Controlled Parking Scheme (CPZ);

It is considered that the proposed development should help enable a review / expansion of the CPZ scheme in order to address the above concerns. A request to be made for a financial contribution towards a CPZ review / upgrade (secured via s106 agreement).

Cycle Parking

The proposed levels of cycle parking proposed does not appear to comply with the minimum standards set out within the London Plan. Cycle provision should cover all land used proposed. Compliance with policy requirements should be demonstrated.

Details of cycle parking provision / facilities should be provided on-site and in accordance with the London Plan and London Cycle Design Standards. This requirement should be conditioned as part of the planning consent.

General Layout

The site layout plan should be fully dimensioned to help with the review process with swept path analysis provide were appropriate (e.g. servicing areas, carriageway / aisle / access / footway widths, car parking bays etc.).

Clarification is sought as to whether any improvement works / physical changes are proposed to the highway infrastructure as well the need for a s278 agreement. Reference is made in relation to the improved infrastructure relating to a cycle lane on the A504 The Boroughs. LBB officers have made recommendations on this as part of the Ravensfield and Fenella application (21/4709/FUL). The comments were:

“Officers noted that reference is made in relation to the improved infrastructure relating to a cycle lane on the A504 The Boroughs. LBB officers are concerned that there is insufficient road-space to incorporate a meaningful length of cycleway on the Burroughs. However, officers would welcome a feasibility study into the potential for achieving this in the future – through a s.106 contribution.”

The vehicle / pedestrian and vehicle / vehicle visibility splays should be shown on plan to demonstrate that there would be no obstructions to visibility requirements.

Clarification is required prior to commencement and to be secured by condition as to whether any sections of the public highway will be subject to a Stopping Up application or if any sections are to be given up for adoption.

Healthy Streets Assessment/ATZ

A detailed Active Travel Zone assessment of the key walking and cycling corridors surrounding the Development is being undertaken by the applicants. Proposed improvements within reasonable distance from the site will be included within the s.106 agreement for funding contributions towards their implementation. This is in line with LBB and TfL sustainable travel policies and future mode share targets.

Travel Plan

A Framework Travel Plan has been produced; Barnet transport Officers require that a more ambitious target for should be set to further encourage uptake of sustainable travel modes. The current plan targets of an increase of 5% in public transport use and 5% decrease in car use are insufficient, and is therefore recommended to review the targets, measures and action in the Travel Plan ensuring it would be aimed to achieve the Mayor's Strategic Target of 80% trips to be made by sustainable transport modes. Details to be included of exact measures and expected time scale to achieve the targets.

The applicant shall therefore secure the final Travel Plan by s106 agreement accordingly.

Car Parking Design and Management Plan

A Car Parking Design and Management Plan should be conditioned as part of the planning consent. This would detail how the surrounding car parking supply will be designed / controlled / managed.

It is noted that reference has been made to the introduction of a booking system for the car parks. More detail should be provided at this stage as to how this will operate and the proposed user allocation / priority.

Delivery and Servicing Management Plan / Refuse Collection Strategy

Details of servicing, delivery and refuse arrangements for all land uses proposed have not been provided. This may need to be supported by swept path analysis. The swept path analysis should show vehicles being able to successfully pass standing refuse / delivery vehicles at locations that appear to be geometrically constrained. The swept paths of the large delivery vehicles entering / leaving each of the access points should be provided.

All servicing / delivery requirements should be accommodated within the confines of the site as opposed to relying on the public highway.

A Delivery and Servicing Management Plan should be conditioned as part of the planning consent. The maximum size of vehicles anticipated to use the site should be confirmed and controlled via a Delivery and Servicing Management Plan.

Construction

A Construction Logistics Plan (CLP) along with a Construction Worker Travel Plan (CWTP) should be conditioned as part of the planning consent. This should take into account the cumulative impacts of works in the surrounding area.

Public Transport Impacts

The applicants have provided analysis on the loadings for high frequency buses within the area. These include the 183 and 326 which route along the A504 'The Burroughs' and the 240 which serves the A502 Brent Street / Parson Street. The analysis used TfL's bus usage data from the 2018 Bus Origin Destination Surveys (BODS). The analysis confirms that there is significant spare capacity on these buses in both directions of travel and there are available spare seats over the hour as a whole.

Capacity calculations have been undertaken at the Network Rail Hendon station and at the London Underground station at Hendon Central. This is a static analysis based on the Network Rail guidance contained in "Station Capacity Planning Guidance" Network Rail, 2016 and the London Underground standards contained in S1371 A7 "Station Capacity Planning". Passenger data, pre COVID, was sourced from the Office of Road and Rail for Hendon station and the London Underground data from NUMBAT 2018. Dimensions and station layouts were determined through site visits. The assessment shows that there are no capacity issues at Hendon station but there is an indication that in future one additional Gateline maybe required in the PM Peak.

This assessment and potential requirement should be confirmed with TfL and a contribution agreed.

HEADS OF TERMS S.106

- Funding for measures identified in ATZ/PIA
- Funding for local Cycle lanes/Pedestrian improvements identified by LBB Highways
- Funding to improve pedestrian pinch-points along The Burroughs
- Travel Plan with robust targets demonstrating commitment to London plan mode share targets
- Hendon Station Gateline (tbc by TfL)
- CPZ Monitoring
- Travel Plan Monitoring

All Highway Works associated with the development to be provided via s.278 Agreement

CONDITIONS

- A Servicing and Delivery Plan - Condition
- A Construction Logistics Plan - Condition
- Car Park Management Plan – Condition
- Refuse & Recycling Strategy - Condition
- EVCP provision to London Plan Standards – Condition
- Cycle Parking to London Plan Standards provided on site – Condition
- Prior to commencement of the development dimensions of parking arrangements and swept path analysis to be submitted and agreed with the planning authority – Condition
- Prior to the commencement of the development, details of any highways to be stopped under Section 247 of the Town and Country Planning Act shall be submitted to and agreed with the Local Planning Authority.

3.6 Landscaping, Trees and biodiversity

The ‘sustainable development’ imperative of NPPF includes enhancing the natural environment and improving biodiversity. London Plan 2021 states that development proposals, where possible, should make a positive contribution to the protection, enhancement, creation and management of biodiversity. Barnet Local Plan policy DM16 states that when it is considering development proposals the council will seek the retention, enhancement or creation of biodiversity.

The public realm associated with Building 9 primarily consists of 2 elements; the first to create improved transition routes to facilitate pedestrian movement and the second is to enhance the setting for the proposed and existing buildings. The external proposals will contribute to revitalising the Burroughs by improving the street scene; the newly improved public realm in front of the library and town hall will provide a high quality space that enhance the significant buildings whilst creating a gateway to pedestrians travelling to Building 9 and Grove Park beyond. These pedestrian improvements along The Burroughs would be secured through the formal s106 legal agreement.

An Arboricultural Impact Assessment has been submitted with the planning application. This The development results in the removal of two semi-mature (SHA reference G14). In addition, the removal of a semi mature cedar (T9) due to its low quality form and the impracticality close to the proposed hard landscaping feature. Two new trees will be planted as replacements to the front.

These details have been reviewed by the councils Arboriculturalist who has confirmed the principle as set out is acceptable. However the value of the trees to be removed is required using the CAVAT value (appropriate valuation system) and set out how this has been accounted for through replacement tree planting.

Officers note the proposal for x 2 Acer ‘Streetwise’ trees to the front of the Town Hall. However the council’s Arboriculturalist has stated this “misses a generational opportunity to plant x 2 large landmark trees”. Therefore a more significant species would be required such as *Platanus orientalis*, hornbeam or for example. These two

proposed trees should also be planted at large nursery stock (35cm girth +) to make an immediate impression. These details will therefore be secured via condition.

The proposal also results in a 33.43% on-site Net Gain in Biodiversity which is welcomed.

There are no arboricultural reasons to object to this application, subject to the acceptable level of compensation in accordance with policies London Plan G7. The development is in accordance with planning policy DM01, DM16 and Policy G6 and G7 of the London Plan.

In addition officers also note that details and specifications are also important around the new building as well along the main frontage on The Burroughs. Therefore it is agreed that the details should be secured through conditions including for example a comprehensive landscape and ecological management plan.

Ecology

The Council's Ecology Consultants have reviewed the submitted Environmental Ecology Appraisal Report and have raised no objections. Their comments are set out below.

There is 1 statutory site within 2km; Brent Reservoir Welsh Harp SSSI and LNR is 1.3km south west. We are satisfied that the site will not be affected by the proposal and that the evidence provided by the applicant is sufficient to address potential impacts and implications on biodiversity receptors. The site is within the IRZ of Brent Reservoir/ Welsh Harp but does not fall within the criteria of consultation with Natural England.

The scheme also falls near 14 local sites of nature conservation interest however, these are separated functionally by the urban environment; therefore, impacts are considered negligible

Bats

The report states that 'No bats emerged from the building, therefore no further consideration into roosting bats is required'.

No further bat surveys are required. If at any time following the start of demolition works, a bat roost or evidence of a bat roost is observed, all work would need to cease until a suitably licensed bat ecologist has been consulted and advice sought on how best to proceed under current laws and legislation. Where a bat roost is identified, destruction of the roost would usually need to be covered by a European Protected Species (EPS) Licence obtained from Natural England. The planning authority would need to have sight of any mitigation strategy developed for a licence application in order to address their obligations under The Habitats and Species Conservation Regulations 2018 (as amended).

If demolition is delayed for more than one-year after the date of the bat survey (June 2021), repeat bat surveys should be undertaken.

We are satisfied that the net 33.43% Gain in Biodiversity adequately demonstrates post development gains in biodiversity.

Nesting birds

Trees and scrub are likely to contain nesting birds between 1st March and 31st August inclusive. Trees and scrub are present on the application site and are to be assumed to contain nesting birds between the above dates, unless a recent survey has been undertaken by a competent ecologist to assess the nesting bird activity on site during this period and has shown it is absolutely certain that nesting birds are not present.

Hedgehogs and other mammals

Vegetation clearance should be undertaken in a sensitive manner to allow terrestrial mammals to disperse. Any excavations that need to be left overnight should be covered/fitted with mammal ramps to ensure that any animals that enter can safely escape. Any open pipework with an outside diameter of greater than 120 mm must be covered at the end of each workday to prevent animals entering/becoming trapped or ensnared.

Proposed Planning Permission Conditions

Lighting

Please attach a condition on lighting strategy that it must be designed and used to minimise impacts on bats and their insect food. All exterior lighting should follow the guidance of the Bat Conservation Trust. Current (June 2014) advice is at <http://www.bats.org.uk/>. The lighting strategy should be submitted to the LPA for approval.

Biodiversity Enhancement Recommendations

In line with the National Planning Policy Framework (NPPF 2021) in aiming to achieve sustainable development and the obligations on public bodies to conserve and enhance biodiversity as required by the Natural Environment and Rural Communities (NERC) Act 2006 please ensure that the Biodiversity Enhancement Recommendations in Section 5.5 are adhered to and enforced through a suitably worded condition or conditions.

Accordingly it is considered that the proposal is acceptable in ecological terms and appropriate details can be secured via conditions.

Archaeology

The development boundary falls within an identified 'Local Areas of Special Archaeological Significance'. A Desk-Based Archaeology Assessment was produced to identify the archaeological potential of deposits on the application site and consider the proposed scheme's likely impact on them.

Accordingly, The Greater London Archaeological Advisory Service (GLAAS) was consulted on this application and they have confirmed there are no objections and have requested an archaeological condition which could provide an acceptable safeguard. This will therefore be included.

3.7 Energy/Sustainability

London Plan 2021 Policy SI 2 requires development proposals to make the fullest contribution to minimising 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
- Be clean: supply energy efficiently
- Be green: use renewable energy
- Be seen: monitor, verify and report

Policy SI 2 5.2 'Minimising Greenhouse Gas Emissions' states major development proposals should include a detailed energy strategy to demonstrate how the zero-carbon target will be met within the framework of the energy hierarchy. A minimum on-site reduction of at least 35% beyond Building Regulations is required for major development. The London Plan 2021 sets 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.

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. Proposals are also expected to comply with the guidance set out in the council's Supplementary Planning Documents (SPD) in respect of the requirements of the Code for Sustainable Homes.

The proposed development is accompanied by an Energy Statement prepared by Capita. The proposed strategy follows a best practice approach, based on the Mayor of London's Energy Hierarchy. The supporting Energy Statement outlines the energy strategy which is predicted to achieve a 87% site-wide saving in CO₂ emissions based on the modelling completed. The remaining 13% reduction of CO₂ emissions shall be off-set by a cash in-lieu payment to the London Borough of Barnet, based on £95 per Tonne per annum over 30 years. This amounts to 171 Tonnes CO₂, which shall therefore be off-set by a carbon off-set contribution of £16,245.

3.8 Flood Risk / SUDS

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".

A Drainage Strategy prepared by Capita has also been provided. In accordance with the requirements of NPPF (National Planning Policy Framework), and accompanying Planning Practice Guidance, a review of the development site was undertaken for the use of suitable SuDS techniques. The sustainable drainage systems hierarchy identified and outlined in The London Plan (2021), Chapter 9, Policy SI 13, requires that an assessment for the drainage proposals has been conducted. In this instance,

attenuating the rainwater for gradual release via the use of below ground geo-cellular storage tanks is proposed in order for the connection to be made to the existing public sewer in The Burroughs at a restricted rate of approximately 2.1l/s. This is in accordance with Greenfield run-off rates and is also subject to an approved Section 106 Agreement (indirect connection) with Thames Water.

The proposed attenuation tank is to be located beneath the hardstanding area in the southern section of the site between the proposed new B9 building and the existing Town Hall. All drainage is to be assessed for a 1 in 100-year return period + 40% climate change event, so that no on-site flooding of the buildings will occur.

The Drainage Strategy and details have been reviewed by the council's drainage and flood consultants. The council's drainage team have confirmed that the proposed details are acceptable in principle and therefore the details would be secured via condition.

4. Planning Obligations & CIL

Planning Obligations

Policy CS15 of the Barnet Local Plan states that where appropriate the Council will use planning obligations to support the delivery of infrastructure, facilities and services to meet the needs generated by development and mitigate the impact of development.

In accordance with development plan policies the list of obligations as set out in the heads of terms at the beginning of this report; are required to be secured through a legal agreement with the developer.

Community Infrastructure Levy (CIL)

The proposed development is liable for charge under the Barnet Community Infrastructure Levy (CIL) at a rate of £135 per square metre. As noted in SPD para 2.2.11, the purpose of Barnet's CIL is to secure capital funding to help address the gap in funding for local infrastructure. The money raised by Barnet's CIL will be used to pay for infrastructure required to mitigate the impact of development across the Borough.

Pursuant to the Table 3: Mayoral CIL Charging Rates of the Mayor's April 2013 SPG 'Use of planning obligations in the funding of Crossrail, and the Mayoral Community Infrastructure Levy', a flat rate charge of £35 applies to all relevant chargeable developments.

5. Planning Benefits and Balance

Taking all matters into consideration, officers views are that the proposals are considered to be acceptable, subject to further details both for the new building and the library, which would be secured through appropriate planning and listed building conditions. The proposed building does not affect the significance of the 'family' of three listed civic buildings on the Burroughs by virtue of development within their settings either individually or as an ensemble. The new building will only be visible

obliquely from the Burroughs and in the context of similarly scaled campus buildings to the west of the Burroughs.

If there is considered to be a small degree of harm caused by the scheme (Historic England's position), then this is clearly less than substantial and can be weighed against the public benefits. In accordance with Barnet policy DM06 and paragraph 202 of the NPPF, the harm should be weighed against the public benefits.

The heritage benefits of the scheme which have been identified are:

- The restoration and re-purposing of the listed existing Hendon Library building.
- The reinstatement of appropriate heritage sash windows replacing existing inferior uPVC windows.
- Enhancements to the permeability and landscaping of the site.
- Public realm improvements along The Burroughs enhancing the setting of the trio of civic listed buildings.
- Public access to the existing Hendon Library building including the ornate reading rooms.

The site and the Hendon Hub Project also brings a number of substantial wider non-heritage benefits which are also set out below:

- A new modern, DDA compliant and energy efficient Hendon Library building offering with extended community services locally and beyond.
- Optimisation a brownfield sites delivering a total 565 student units with 50% affordable (equal to 226 conventional housing units).
- Maximising the reuse of previously developed land for housing and social infrastructure – as part of the wider regeneration project.
- As part of the wider of regeneration project, significantly enhanced teaching space and ancillary facilities. The University is one of Barnet's largest employers, employing c.1,500 local and London-based staff.
- Re-providing improved community space and allowing for the release of site for redevelopment.
- 100% 'affordable' purpose-built supported accommodation.
- Enhanced landscaping across the whole masterplan area.
- 53.45% on-site Net Gain in Biodiversity (National Government target 10%).
- S106 contributions
- Economic effects on local and regional economy during construction and operational use, e.g. job creation, wages etc.
- Community Infrastructure Levy (CIL) contributions to improve local infrastructure.

6. Conclusion of Planning Balance

For the reasons given in the assessment sections above, it is identified that there would clearly be less than substantial harm to the significance of the designated heritage assets which although of a limited nature has nonetheless been given considerable weight by officers. Large levels of pre-application meetings and community consultation was undertaken prior to the submission of the application which heavily focused on heritage and design including the public realm and landscaping. A detailed submission has been provided in respect to these elements which seeks to appropriately integrate the proposed development within the specific site constraints, existing character of the site and surrounding area including the context of the nearby listed buildings.

In this case there would be a package of benefits that would arise from the development which have been attributed substantial and moderate weight. With limited weight applied only to the financial benefits. In accordance with the NPPF it is considered that the overall package of these public benefits is of considerable and substantial importance and that it would clearly outweigh the less than substantial harm that would arise through the proposed development.

As stated above, in arriving at this planning judgement officers have had fully in mind the requirements of sections 66(1) and s.72(1) of the P(LBCA)A 1990, by which Parliament intended that the desirability of preserving the settings of listed buildings and conservation areas should not simply be given careful consideration but “considerable importance and weight” when carrying out the balancing exercise. This gives rise to a strong statutory presumption against granting planning permission for development which would cause (any) harm to the settings of listed buildings or the settings of conservation areas, even where the harm would be “less than substantial” the balancing exercise cannot ignore the overarching statutory duties imposed by sections 66(1) and s.72(1).

In the present instance, officers have attached considerable importance and weight to the section 66(1) and s.72(1) duties when carrying out this assessment and have found that having regard to the less than substantial harm caused (as identified above) to heritage assets any presumption against the grant of consent has been clearly displaced by the substantial public benefits arising from the proposal.

Therefore, subject to mitigation, measures relating to design, character and appearance, landscaping, highways, noise, contamination, air quality, transport impacts and sustainability would be secured via S106 obligations and relevant conditions.

7. Equality and Diversity Issues

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

- (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;*
- (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;*

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

For the purposes of this obligation the term "protected characteristic" includes:

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

In considering this application and preparing this report Officers have had regard to the requirements of this section and have concluded that a decision to grant planning permission for this proposed development will comply with the Council's statutory duty under this legislation for the reasons set out below. The site is accessible by various modes of transport, including by foot, bicycle, public transport and private car, thus providing a range of transport choices for all users of the site..

The development includes level, step-free pedestrian approaches to buildings to ensure that all occupiers and visitors of the development can move freely in and around the public communal spaces. A Lift is also provided to provide step-free access between the ground and the upper levels. Dedicated parking spaces for people with a disability will be provided in convenient locations.

The proposals are considered to be in accordance with national, regional and local policy by establishing an inclusive design, providing an environment which is accessible to all. Officers conclude that the proposed development will overall contribute to the objective set out in section 149 and there is no adverse equality impact from this development.

Overall, it is not thought that any of the protected characteristics are majorly negatively affected. It is considered that the majority of vulnerable groups are impacted positively to some extent, including: disability, pregnancy/maternity, gender reassignment, and race/ethnicity. A significant number of mitigations and adjustments have been made to the scheme since then to accommodate for concerns regarding equalities and from consultation feedback. These include:

- Reduction in student accommodation unit numbers by 26%
- Introduction of additional placemaking improvements improving lighting and quality of space, and further service provisions, including a healthcare service and a potential Safer Neighbourhoods Team base
- CPZ and parking restrictions for new student population (introduced for non-disabled students only)
- DDA compliance of buildings, with 10% of accommodation provided being disability-friendly
- Removal of 2 car parks from the scheme with no overall net loss in parking
- Introduction of gender-neutral toilets in public space
- Relocation of community uses to a more prominent community hub on the RFC site

The African Cultural Association (ACA), Meridian and the community hall are proposed to be relocated to a community hub that is to be located approximately 0.3

miles away from their existing facilities, on the RFC site. The time to walk from the existing to the proposed facility is likely to be circa 6 minutes for a person without mobility issues. The new facilities will be located adjacent to the proposed library building and will occupy a prominent location on The Burroughs. The Citizens Advice Bureau (CAB) will also be located in the same 'community hub' on the RFC site.

The MENCAP unit is proposed to be relocated to 154 Station Road, Hendon, which is a council-owned building located approximately 0.6 miles away from their current facility on the Meritage Centre (a circa 14 minute walk for a person without mobility issues, or a 5 minute drive). MENCAP have a proposed change in service offer that this building will better facilitate. The applicant's team have been working with MENCAP on this relocation site.

The proposed library would move across the road on The Burroughs circa 110 yards away (a circa 2-minute walk away for a person without mobility issues). It would occupy the ground floor of the new building and would include an improved disabled access, better planned space to take into account equalities for all users with the addition of 100 sqm for the use of the community and local groups. This is considered to have a positive impact on age and disability.

As a result, the cumulative impact of the scheme is thought to be slightly positive from an equalities perspective. In this regard account has been taken of the impact on older people (65+), disabled persons and other persons of restricted mobility and other protected characteristics. The impact on these groups is considered minimal, due to the close proximity of the proposed siting of the new facilities, including the library, to the existing facilities (i.e. across the road), the position of no net reduction in car spaces across the Hendon Hub Estate, the provision of disabled blue badge parking on site and the fact that the proposed replacement facilities including the proposed library will be provided in a modern fit for purpose building complying with modern standards including for disabled access.

Existing users of the Hendon Hub Estate facilities such as the Residents' forums, African Culture Association, Citizen's advice Bureau, and the Chinese Mental Health Association will continue to be open across the remainder of the development period and will be provided with equally commodious new replacement facilities of greater floorspace than their existing facilities as a result of the redevelopment.

It is also noted that the applicant has submitted an Equalities Impact Assessment (EQIA) in support of the application and advised that this document will be kept under constant review and updated throughout the lifecycle of the Hendon Hub development to manage Equalities considerations.

Officers conclude that there is no adverse equality impact from this application. The proposals are considered to be in accordance with national, regional and local policy by establishing an inclusive design, providing an environment which is accessible to all. Officers conclude that the proposed development will overall contribute to the objective of the legislation

In addition, officers have also considered the proposal in terms of the Human Rights Act 1998 (HRA 1998) and in particular but not only, articles 8 (respect for home and family life) 2 (right to education) and 14 (non discrimination) of the European Convention on Human Rights (ECHR). Officers consider that granting planning for this development proposal would not breach the ECHR or the HRA 1998.

8. Crime and Disorder

Section 17 of the CDA requires local authorities to consider the crime and disorder implications of their decision. As specified earlier in this report, the crime prevention officer of the metropolitan police was consulted on this application and responded advising that the application has taken designing out crime into account in the design of the proposal. The Secured by Design Officer raises no objections to the proposal subject to appropriate conditions and the applicant securing final secured by design accreditation. These matters have therefore been carefully considered and are secured by condition to ensure the proposal is in full accordance with Section 17 of the CDA.

9. Conclusion

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the Council to determine any application in accordance with the statutory development plan unless material considerations indicate otherwise. All relevant policies contained within the development plan, as well as other relevant guidance and material considerations, have been carefully considered and taken into account by the Local Planning Authority. It is concluded that the proposed development overall accords with the relevant development plan policies. There are no material considerations against the proposal which would outweigh the presumption in favour of the grant of planning permission. It is considered that there are material planning considerations which justify the grant of planning permission. Accordingly, subject to the satisfactory completion of the Legal Agreement, **APPROVAL** is recommended for Planning and Listed Building Consent subject to conditions as set out in Appendix HR1 and HR2.

APPENDIX HR1 – 21/4723/FUL

CONDITION(S) and INFORMATIVES

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

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

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

P_S3_500_01	Site Location Plan
P_S3_500_08	Site Plan
P_S3_500_09	Ground Floor Masterplan
P_S3_500_10	Ground Floor Plan_P2
P_S3_500_11	First Floor Plan
P_S3_500_12	Second Floor Plan
P_S3_500_13	Third Floor Plan
P_S3_500_14	Roof Plan
P_S3_500_20	North Elevation
P_S3_500_21	South Elevation
P_S3_500_22	Annex Elevation
P_S3_500_30	Sections
P_S3_500_40	Typical Bay
P_S3_500_70	Existing Site Plan
P_S3_500_71	Existing Ground Floor Plan
P_S3_500_72	Existing First Floor Plan
P_S3_500_73	Existing Second Floor Plan
P_S3_500_74	Existing Third Floor Plan
P_S3_500_75	Existing Building 9 Elevations
P_S3_500_76	Existing Library Elevations
P_S3_500_77	Existing Annex Elevations
P_S3_500_78	Existing Library Sections
P_S3_500_80	Extent of Demolition - Ground Floor Plan
P_S3_500_81	Extent of Demolition - First Floor Plan
P_S3_500_82	Extent of Demolition - Second Floor Plan
P_S3_500_83	Extent of Demolition - Existing Library Elevations
P_S3_500_90	LBC Ground Floor Demolitions Plan
P_S3_500_91	LBC First Floor Demolitions Plan
P_S3_500_92	LBC Second Floor Demolitions Plan
P_S3_500_94	LBC Demolitions Elevation_P2
P_S3_500_95	LBC Ground Floor Proposed Plan_P2
P_S3_500_96	LBC First Floor Proposed Plan_P2

P_S3_500_97	LBC Second Floor Proposed Plan_P2
P_S3_500_98	LBC Roof Floor Proposed Plan_P2
P_S3_500_99	LBC Proposed Elevation_P2

Schedule Hendon Library Schedule of Works - Hendon Library

HHB9-GLH-00-XX-DR-LA-1000	External Works - General Arrangement Plan_P01
HHB9-GLH-00-XX-DR-LA-1001	External Works - Soft Landscape Proposals_P01
HHB9-GLH-00-XX-DR-LA-1002	External Works - Hard Works Proposals
HHB9-GLH-00-XX-DR-LA-1003	External Works - Tree Felling & Retention Plan

- Design and Access Statement
- A Heritage, Townscape and Visual Impact Assessment
- Drainage Strategy (SUDs) and Foul Water Assessment
- Breeam Pre-assessment
- GLA Carbon Emissions Reporting Spreadsheet
- External Lighting Statement
- Utility Infrastructure Report
- Energy Statement
- Ventilation Planning Statement
- Arboricultural Impact Assessment Report
- Air Quality Assessment
- Daylight and Sunlight Report
- Flood Risk Summary
- Geo-Environmental Desk Study
- Phase 2 Ground Investigation and Assessment
- Circular Economy Statement
- Fire Strategy
- Consultation Report
- Desk Based Archaeology Assessment
- Noise Impact Assessment
- Health Impact Assessment
- Ecological Appraisal Report
- Transport Assessment
- Environmental Statemen

Reason: For the avoidance of doubt and in the interests of proper planning and so as to ensure that the development is carried out fully in accordance with the plans as assessed in accordance with Policies CS NPPF and CS1 of the Local Plan Core Strategy DPD (adopted September 2012) and Policy DM01 of the Local Plan Development Management Policies DPD (adopted September 2012).

3. a) No development shall take place until details of the levels of the building(s), road(s) and footpath(s) in relation to the adjoining land and highway(s) and any other changes proposed in the levels of the site have been submitted to and approved in writing by the Local Planning Authority.

b) The development shall thereafter be implemented in accordance with the details as approved under this condition and retained as such thereafter.

Reason: To ensure that the development is carried out at suitable levels in relation to the highway and adjoining land having regard to drainage, gradient of access, the safety and

amenities of users of the site, the amenities of the area and the health of any trees or vegetation in accordance with policies CS NPPF, CS1, CS5 and CS7 of the Local Plan Core Strategy (adopted September 2012), Policies DM01, DM04 and DM17 of the Development Management Policies DPD (adopted September 2012), and Policies D4, D5, D8 and G7 of the London Plan 2021.

4. a) A scheme of hard and soft landscaping, including details of existing trees to be retained and size, species, planting heights, densities and positions of any soft landscaping, including details of the two landmark trees proposed on The Burroughs, shall be submitted to and agreed in writing by the Local Planning Authority prior to the occupation of the hereby approved development.

b) All work comprised in the approved scheme of landscaping shall be carried out before the end of the first planting and seeding season following occupation of any part of the buildings or completion of the development, whichever is sooner, or commencement of the use.

c) Any existing tree shown to be retained or trees or shrubs to be planted as part of the approved landscaping scheme which are removed, die, become severely damaged or diseased within five years of the completion of development shall be replaced with trees or shrubs of appropriate size and species in the next planting season.

Reason: To ensure a satisfactory appearance to the development in accordance with Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and The London Plan 2021.

5. a) No development shall take place until details of the location, extent and depth of all excavations for services (including but not limited to electricity, gas, water, drainage and telecommunications) in relation to trees on and adjacent to the site have been submitted to and approved in writing by the Local Planning Authority.

b) The development shall thereafter be implemented in accordance with details approved under this condition.

Reason: To safeguard the health of existing tree(s) which represent an important amenity feature in accordance with CS5 and CS7 of the Local Plan Core Strategy (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012) and The London Plan 2021.

6. a) No site works or development (including any temporary enabling works, site clearance and demolition) shall take place until a dimensioned tree protection plan in accordance with Section 5.5 and a method statement detailing precautions to minimise damage to trees in accordance with Section 6.1 of British Standard BS5837: 2012 (Trees in relation to design, demolition and construction - Recommendations) have been submitted to and approved in writing by the Local Planning Authority.

b) No site works (including any temporary enabling works, site clearance and demolition) or development shall take place until the temporary tree protection shown on the tree protection

plan approved under this condition has been erected around existing trees on site. This protection shall remain in position until after the development works are completed and no material or soil shall be stored within these fenced areas at any time. The development shall be implemented in accordance with the protection plan and method statement as approved under this condition.

Reason: To safeguard the health of existing trees which represent an important amenity feature in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012), Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012) and The London Plan 2021.

7. a) Prior to the occupation of the hereby approved development, details of a Landscape and Ecological Management Plan for all landscaped areas for a minimum period of 25 years have been submitted to and approved in writing by the Local Planning Authority.

b) The Landscape and Ecological Management Plan shall include details of long term design objectives, management responsibilities, maintenance schedules and replacement planting provisions for existing retained trees and any new soft landscaping to be planted as part of the approved landscaping scheme.

c) The approved Landscape Management Plan shall be implemented in full in accordance with details approved under this condition.

Reason: To ensure a satisfactory appearance to the development in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012), Policies CS5 and CS7 of the Local Plan Core Strategy (adopted September 2012) and The London Plan 2021.

8. Before the development hereby permitted commences, the applicant shall submit for approval details of measures to improve biodiversity on the site as set out within Preliminary Ecological Appraisal Report August 2021 clause 5.5 Biodiversity Enhancements.

This shall be in accordance with guidance set out within BS42040:2013: Biodiversity – Code of practice for planning and development, and guidance documents provided by the Chartered Institute of Ecology and Environmental Management (CIEEM) and the Royal Town Planning Institute (RTPI) for approval. The development shall be implemented in full accordance with these details.

Reason: Pursuant to section 197 of the Town and Country Planning Act 1990 in accordance with local planning policy DM01. Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012) and Policy G6 and G7 of the London Plan 2021.

9. a) No development or site works shall take place on site until a 'Demolition and Construction Management and Logistics Plan' has been submitted to and approved in writing by the Local Planning Authority. The Demolition and Construction Management and Logistics Plan submitted shall include, but not be limited to, the following:

- 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. Dust Management Plan – to ensure 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.

For major sites, the Statement shall be informed by the findings of the assessment of the air quality impacts of construction and demolition phases of the development.

b) The development shall thereafter be implemented in accordance with the measures detailed within the statement.

Reason: In the interests of highway safety, noise and good air quality in accordance with Policies DM04 and DM17 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and Policies SI 1, SI 7, D14 and T7 of the London Plan 2021.

10. All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" dated July 2014 (SPG), or subsequent guidance.

Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority.

The developer shall keep an up to date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at <https://nrmm.london/>

Reason: In the interest of good air quality in accordance with London Plan 2021.

11. Part 1 - Before development commences 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).

12. The level of noise emitted from all of the external and louvred building plant and substation 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.

13. a) No development other than demolition works shall commence on site in connection with the development hereby approved until a report has been carried out by a competent acoustic consultant that assesses the likely noise impacts from the development of all of the external and louvred building plant and substation plant and mitigation measures for

the development to reduce these noise impacts to acceptable levels, and has been submitted to and approved in writing by the Local Planning Authority.

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

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

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of neighbouring properties in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2016) and Policies D13 and D14 of the London Plan 2021.

14. Before development commences, an air quality neutral assessment report shall be written in accordance with the relevant current guidance. This report shall be submitted to and approved by the Local Planning Authority.

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

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

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

Reason: To ensure that the amenities of occupiers are protected from the poor air quality in the vicinity in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and Policy GG3 and SI1 of the London Plan 2021.

15. a. Before the commencement of development, a programme for the reprovion of the below uses [in accordance with and following the grant of planning permission LPA Ref: 21/4709/FUL (RFC) by the LPA], must be submitted to and approved in writing by the Local Planning Authority.

Address	Use	Sqm (GIA)
Hendon Public Library, The Burroughs, London NW4 4BQ	F.1	462
Hendon Public Library [Library Archives], The Burroughs, London NW4 4BQ	F.1	160

b. Before the commencement of development a programme for the reprovion of the below uses [in accordance with and following the grant of planning permission LPA Ref:

21/4613/FUL (Former Quinta Club) by the LPA], must be submitted to and approved in writing by the Local Planning Authority.

Address	Use	Sqm (GIA)
Hendon Public Library [Schools Learning Resource Service], The Burroughs, London NW4 4BQ	F.1	260

Reason: To ensure that the proposals are in accordance with Policy DM13 'Community and education uses' of Barnet's Local Plan (Development Management Policies) Development Plan Document (2012).

16. a) No development other than demolition works shall commence on site in connection with the development hereby approved until an overheating report is carried out which assesses the overheating in the proposed development in line with current best practice and provides mitigation measures which shall be submitted to and approved in writing by the Local Planning Authority.

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

Reason: To prevent the future occupiers of the building from overheating in line with the London Plan.

17. a) Notwithstanding the details submitted with the application and otherwise hereby approved, prior to first occupation, details of:

- (i) A Refuse and Recycling Collection Strategy, which includes details of the collection arrangements and whether or not refuse and recycling collections would be carried out by the Council or an alternative service provider;
- (ii) Details of the enclosures, screened facilities and internal areas of the proposed building to be used for the storage of recycling containers, wheeled refuse bins and any other refuse storage containers where applicable; and
- (iii) Plans showing satisfactory points of collection for refuse and recycling, have been submitted to and approved in writing by the Local Planning Authority.

b) The development shall be implemented and the refuse and recycling facilities provided in full accordance with the information approved under this condition before the development is first occupied and the development shall be managed in accordance with the information approved under this condition in perpetuity once occupation of the site has commenced.

Reason: To ensure a satisfactory appearance for the development and satisfactory accessibility; and to protect the amenities of the area in accordance with Policy CS14 of the Local Plan Core Strategy (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012) and the Sustainable Design and Construction SPD (adopted October 2016); and Policies D6 and SI7 of the London Plan 2021.

18. Before the development hereby permitted is occupied a full Delivery and Servicing Plan (DSP) shall be submitted to and agreed by the Local Planning Authority.

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

19. Prior to first occupation, details of car parking management plan shall be submitted to and approved in writing by the Local Planning Authority. The development thereafter shall only be operated in accordance with the approved parking management plan.

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.

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

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

21. a) Before the development hereby permitted is first occupied cycle parking spaces and cycle storage facilities shall be provided in accordance with London Plan Standards (for all Use Classes) and a scheme to be submitted to and approved in writing by the Local Planning Authority.

b) The development shall thereafter be implemented in accordance with the details as approved under this condition and the spaces shall be permanently retained thereafter.

Reason: To ensure that cycle parking facilities are provided in accordance with the minimum standards set out in Policy T5 and Table 10.2 of The London Plan (2021) and in the interests of promoting cycling as a mode of transport in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

22. a) Prior to the first occupation or commencement of the use of the development hereby permitted, full details of the Electric Vehicle Charging facilities to be installed in the development shall be submitted to the Local Planning Authority and approved in writing.

b) The development shall be implemented in full accordance with the details approved by this condition prior to the first occupation of the development or the commencement of the use and thereafter be maintained as such in perpetuity.

Reason: To ensure that the development makes adequate provision for electric vehicle charging points to encourage the use of electric vehicles in accordance with policy T6 of the London Plan 2021.

23. Prior to commencement of the development dimensions of parking arrangements and swept path analysis shall be submitted to and approved in writing by the Local Planning Authority.

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

24. Prior to commencement of the development, details of any highways to be stopped under Section 247 of the Town and Country Planning Act shall be submitted to and approved in writing by the Local Planning Authority.

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

25. No construction work resulting from the planning permission shall be carried out on the premises at any time on Sundays, Bank or Public Holidays, before 8.00 am or after 1.00 pm on Saturdays, or before 8.00 am or after 6.00pm on other days unless previously approved in writing by the Local Planning Authority.

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

26. a) No development other than demolition work shall take place unless and until a Drainage Strategy detailing all drainage works to be carried out in respect of the development hereby approved and all Sustainable Urban Drainage System features to be included in the scheme has been submitted to and approved in writing by the Local Planning Authority.

b) The development hereby approved shall not be first occupied or brought into use until the drainage works and Sustainable Urban Drainage System features approved under this condition have been implemented in their entirety.

Reason: To ensure that the development provides appropriate drainage infrastructure and to comply with Policy CS13 of the Local Plan Core Strategy (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and Policies SI 12 and SI 13 of the London Plan 2021.

27. No development shall be occupied until confirmation has been provided that either:- all water network upgrades required to accommodate the additional flows to serve the development have been completed; or - a development and infrastructure phasing plan has been agreed with Thames Water to allow development to be occupied. Where a

development and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan.

Reason: The development may lead to no / low water pressure and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development.

28. Prior to the occupation of the site an External Lighting Strategy and Assessment together with full details, specifications and plans of any proposed external lighting to be installed as part of the development shall be submitted and approved in writing to the Local Planning Authority. The development shall be implemented in full accordance with the approved details prior to the first occupation of the relevant part of the development and thereafter be maintained as such.

Reason: To ensure that appropriate lighting is provided as part of the development in accordance with Policies CS NPPF and CS1 of the Local Plan Core Strategy (adopted September 2012), Policy DM01 and DM04 of the Barnet Development Management Policies (adopted) September 2012.

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

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

30. No demolition or development shall take place until a written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, which shall include the statement of significance and research objectives, and

- A. The programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works
- B. Where appropriate, details of a programme for delivering related positive public benefits
- C. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI.

Reason: This pre-commencement condition is necessary to safeguard the archaeological interest on this site. Approval of the WSI before works begin on site provides clarity on what investigations are required, and their timing in relation to the development programme.

31. a) Notwithstanding the details shown and submitted in the drawings otherwise hereby approved, the development is not to commence (other than for Demolition, Groundwork's and Site Preparation Works) until details of the materials to be used for the external surfaces, facing materials of the building(s) and hard surfaced areas, permitted by this permission shall have been submitted to and approved in writing by the Local Planning Authority.

b) The development shall thereafter be implemented in accordance with the materials as approved under this condition.

Reason: To safeguard the character and visual amenities of the site and Conservation Area and to ensure that the building is constructed in accordance with Policies CS NPPF and CS1 of the Local Plan Core Strategy (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012) and Policy D4 of the London Plan 2021.

32. Notwithstanding the details shown in the drawings submitted and otherwise hereby approved the development is not to commence (other than for Demolition, Groundwork's and Site Preparation Works) until details (necessary details specified in brackets) of the following features and elements of the works have been submitted to the Local Planning Authority and approved in writing:

- Brickwork and bonding (annotated plans at a scale of not less than 1:50).
- External windows and doors (annotated plans at a scale of not less than 1:50).
- Glazed link details (including roof level) at convergence with existing buildings (annotated plans at a scale of not less than 1:50).
- External gates and external doors and their canopies (annotated plans at a scale of not less than 1:50).
- Facing materials and brick detailing including arches, recessed panels, stone coping, metal roofing panels, aluminium windows, metal spandrel panels, brick aprons, window heads (annotated plans at a scale of not less than 1:50).
- Rainwater goods (annotated plans at a scale of not less than 1:50).
- Screening of the plant room enclosure on the roof
- MVHR (Mechanical Ventilation with Heat Recovery) and other external air extraction, intake and ventilation points (annotated plans at a scale of not less than 1:50).
- Gates and bollards at the site vehicular access points (annotated plans at a scale of not less than 1:50).

The development shall be implemented in full accordance with the approved details prior to the first occupation of the dwellings hereby approved.

Reason: To safeguard the character and visual amenities of the site and wider area and to ensure that the development is constructed in accordance with policies CS5 and DM01 of the Barnet Local Plan and The London Plan 2021.

33. Notwithstanding the details shown on the plans submitted and otherwise hereby approved, the development shall not be occupied until details are submitted to the Local Planning Authority and approved in writing which specify the details of all boundary treatments to be installed as part of the development. These details shall include materials, type and siting of all boundary treatments. The development shall be implemented in full accordance with the approved details and specifications and shall be permanently retained as such thereafter.

Reason: To safeguard the privacy and amenities of the future occupiers and in the interests of the appearance of the development, in accordance with policies DM01 and DM02 of the Barnet Local Plan.

34. a) The new building is required to meet the BREEAM 'Excellent' rating.

b) Before the development is first occupied the developer shall submit certification of the selected generic environmental standard.

Reason: To ensure that the development is sustainable and complies with Strategic and Local Policies in accordance with Policy DM02 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and Policies 5.2 and 5.3 of the London Plan 2021.

35. Prior to the commencement of development (apart from demolition and enabling works) works, full details of any roof level structures shall be submitted to and approved in writing by the Local Planning Authority for that phase. This shall include details of roof level plant, water tanks, ventilation/extraction equipment, flues, television reception equipment, solar photovoltaic panels, any other built structure.

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

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

Reason: In the interests of good design and also to ensure that the Local Planning Authority is satisfied that any roof-level structures do not have a harmful impact on the character and appearance of the area and listed building, in accordance with Policies CS05 and DM01, DM05 of the Barnet Local Plan (2012) and The London Plan 2021.

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

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

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

37. Notwithstanding the details shown in the drawings submitted and otherwise hereby approved the development is not to commence until details of the features and elements of the works to Hendon Library building both internally and externally, have been submitted to the Local Planning Authority and approved in writing:

- All repair and redecoration works.
- Windows, doors, rainwater goods, new lighting and heating, mechanical ventilation and fire alarm system.

The development shall be implemented in full accordance with the approved details prior to the first occupation of the dwellings hereby approved.

Reason: To safeguard the character and visual amenities of the site and wider area and to ensure that the development is constructed in accordance with policies CS5 and DM01 of the Barnet Local Plan and The London Plan 2021.

38. The new building and premises shall operate under Use Class F1(a) and for no other purpose, including any other purpose in Class F1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification.

Reason: To ensure the development is implemented in accordance with the permission sought and to enable the Local Planning Authority to retain control of the use of the floorspace within the Use Class specified so that occupation of the premises is for community use only and does not prejudice the amenities of future residential occupiers in accordance with policies DM01 and DM13 of the Barnet Local Plan.

INFORMATIVES

1. In accordance with paragraphs 38-57 of the NPPF, the Local Planning Authority (LPA) takes a positive and proactive approach to development proposals, focused on solutions. The LPA has produced planning policies and written guidance to assist applicants when submitting applications. These are all available on the Council's website. A pre-application advice service is also offered and the Applicant engaged with this prior to the submissions of this application. The LPA has negotiated with the applicant/agent where necessary during the application process to ensure that the proposed development is in accordance with the Development Plan.

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

The Mayor of London adopted a CIL charge on 1st April 2012 and updated from 1st April 2019 setting a rate of £60 per sq m on all forms of development in Barnet except for education and health developments which are exempt from this charge.

The London Borough of Barnet adopted a CIL charge on 1st May 2013 setting a rate of £135 per sq m on residential and retail development in its area of authority. All other uses and ancillary car parking are exempt from this charge.

Please note that Indexation will be added in line with Regulation 40 of Community Infrastructure Levy.

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

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

The CIL becomes payable upon commencement of development. You are required to submit a 'Notice of Commencement' to the Council's CIL Team prior to commencing on site, and failure to provide such information at the due date will incur both surcharges and penalty interest. There are various other charges and surcharges that may apply if you fail to meet other statutory requirements relating to CIL, such requirements will all be set out in the Liability Notice you will receive. You may wish to seek professional planning advice to ensure that you comply fully with the requirements of CIL Regulations.

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

Relief or Exemption from CIL:

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

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

1. Charity: If you are a charity, intend to use the development for social housing or feel that there are exception circumstances affecting your development, you may be eligible for a reduction (partial or entire) in this CIL Liability. Please see the documentation published by the Department for Communities and Local Government at https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6314/19021101.pdf

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

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

Please visit:

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

3. A Planning Obligation under Section 106 of the Town & Country Planning Act 1990 (as amended) relates to this permission.

4. The applicant is advised that any development or conversion which necessitates the removal, changing, or creation of an address or addresses must be officially registered by the Council through the formal 'Street Naming and Numbering' process.

The London Borough of Barnet is the Street Naming and Numbering Authority and is the only organisation that can create or change addresses within its boundaries. Applications are the responsibility of the developer or householder who wish to have an address created or amended.

Occupiers of properties which have not been formally registered can face a multitude of issues such as problems with deliveries, rejection of banking / insurance applications, problems accessing key council services and most importantly delays in an emergency situation.

Further details and the application form can be downloaded from: <http://www.barnet.gov.uk/naming-and-numbering-applic-form.pdf> or requested from the Street Naming and Numbering Team via street.naming@barnet.gov.uk or by telephoning 0208 359 4500.

5. Applicants and agents are encouraged to sign up to the Considerate Contractors Scheme (www.ccscheme.org.uk) whereby general standards of work are raised and the condition and safety of the Borough's streets and pavements are improved.

6. The submitted Construction Method Statement shall include as a minimum details of:

- o Site hoarding
- o Wheel washing
- o Dust suppression methods and kit to be used
- o Site plan identifying location of site entrance, exit, wheel washing, hoarding, dust suppression, location of water supplies and location of nearest neighbouring receptors. Explain reasoning if not applicable.
- o Confirmation whether a mobile crusher will be used on site and if so, a copy of the permit and indented dates of operation.
- o Confirmation of the following: log book on site for complaints, work in accordance with British Standards BS 5228-1:2009+A1:2014 and best practicable means are employed; clear contact details on hoarding. Standard construction site hours are 8am-6pm Monday - Friday, 8am-1pm Saturday and not at all on Sundays and Bank Holidays. Bonfires are not permitted on site.
- o For major developments only: provide a copy of an asbestos survey; For smaller developments -confirmation that an asbestos survey has been carried out.
- o For major developments only: confirmation that all Non Road Mobile Machinery (NRMM) comply with the Non Road Mobile Machinery (Emission of Gaseous and Particulate Pollutants) Regulations 1999.

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

7. In complying with the contaminated land condition parts 1 and 2, reference should be made at all stages to appropriate current guidance and codes of practice. This would include:

- 1) The Environment Agency CLR & SR Guidance documents (including CLR11 'Model Procedures for the Management of Land Contamination');
- 2) National Planning Policy Framework (2012) / National Planning Practice Guidance (2014);
- 3) BS10175:2011 - Investigation of potentially contaminated sites - Code of Practice;

- 4) Guidance for the safe development of housing on land affected by contamination, (2008) by NHBC, the EA and CIEH;
- 5) CIRIA report C665 - Assessing risks posed by hazardous ground gases to buildings;
- 6) CIRIA report C733 - Asbestos in soil and made ground: a guide to understanding and managing risks.

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

8. The applicant is advised that written schemes of investigation will need to be prepared and implemented by a suitably qualified archaeological practice in accordance with Historic England Greater London Archaeology guidelines. They must be approved by the Local Planning Authority before any on-site development related activity occurs.

9. Demolition should be carried out by an approved contractor and residents notified at least seven days before commencement.

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

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

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

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

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

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

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

11. A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act

1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk. Application forms should be completed online via www.thameswater.co.uk.

Please refer to the Wholesale; Business customers; Groundwater discharges section.

12. GLAAS Informative:

Written schemes of investigation will need to be prepared and implemented by a suitably qualified professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.

I envisage that the archaeological fieldwork would comprise the following:

Evaluation

An archaeological field evaluation involves exploratory fieldwork to determine if significant remains are present on a site and if so to define their character, extent, quality and preservation. Field evaluation may involve one or more techniques depending on the nature of the site and its archaeological potential. It will normally include excavation of trial trenches. A field evaluation report will usually be used to inform a planning decision (pre-determination evaluation) but can also be required by condition to refine a mitigation strategy after permission has been granted.

Evaluation trenches should be focussed on open areas between existing buildings, and in gardens of the terraced housing that previously existed on the site.

13. Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. There may be a legal interest (easements and other rights) in the land that restrict activity in proximity to Cadent assets in private land. The applicant must ensure that the proposed works do not infringe on legal rights of access and or restrictive covenants that exist.

If buildings or structures are proposed directly above the apparatus the development may only take place following diversion of the apparatus. The applicant should apply online to have apparatus diverted in advance of any works, by visiting cadentgas.com/diversions.

Prior to carrying out works, including the construction of access points, please register on www.linesearchbeforeudig.co.uk to submit details of the planned works for review, ensuring requirements are adhered to.

14. Tree and shrub species selected for landscaping planting should provide long term resilience to pest, diseases and climate change. The diverse range of species and variety will help prevent rapid spread of any disease. In addition to this, all trees, shrubs and herbaceous plants must adhere to basic bio-security measures to prevent accidental release of pest and diseases and must follow the guidelines below.

"An overarching recommendation is to follow BS 8545: Trees: From Nursery to independence in the Landscape. Recommendations and that in the interest of Bio-security, trees should not be imported directly from European suppliers and planted straight into the field, but spend a full growing season in a British nursery to ensure plant health and non-infection by foreign pests or disease. This is the appropriate measure to address the

introduction of diseases such as Oak Processionary Moth and Chalara of Ash. All non-British trees to be planted must have been held in quarantine."

15. The Air Quality Stage 4 Review and Assessment for the London Borough of Barnet has highlighted that this area currently experiences or is likely to experience exceedances of Government set health-based air quality standards. A list of possible options for mitigating poor air quality is as follows: 1) Use of passive or active air conditioning; 2) Use of acoustic ventilators; 3) Altering lay out so habitable rooms are sited away from source of poor air quality; 4) Non residential usage of lower floors; 5) Altering footprint by siting further away from source of poor air quality.

For developments that require an Air Quality report; the report should have regard to the air quality predictions and monitoring results from the Stage Four of the Authority's Review and Assessment available from the LPA web site and the London Air Quality Network. The report should be written in accordance with the following guidance: 1) Environmental Protection UK Guidance: Development Control: Planning for Air Quality (2010); 2) Environment Act 1995 Air Quality Regulations; 3) Local Air Quality Management Technical Guidance LAQM.TG(09); 4) London Councils Air Quality and Planning Guidance (2007).

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

16. The applicant is advised to engage a qualified kitchen extraction consultant to advise on the scheme, including the specifications of any materials, construction, fittings and equipment necessary to achieve satisfactory smoke and odour control. Please note that:

- Flue(s) must be 1.5 m* above eaves or any open able windows in the vicinity (within 20 metres of the flue) if there are sensitive premises in the vicinity. The final discharge must be vertically upwards. There should be no hat or cowl on the top of the flue. If flues are to be attached to neighbouring noise/vibration sensitive premises they must incorporate anti-vibration mounts, flexible couplings and silencers. *If the flue is in a Conservation area then this height may be reduced to 1m above eaves.

- The assessment and report on the noise impacts of a development should use methods of measurement, calculation, prediction and assessment of noise levels and impacts that comply with the following standards, where appropriate: DEFRA Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems (DEFRA, January 2005); DEFRA Odour Guidance for Local Authorities (DEFRA, March 2010). Please note that in addition to the above, consultants should refer to the most relevant and up to date guidance and codes of practice if not already listed in the above list.

APPENDIX HR2 – 21/4724/LBC

CONDITION(S)

1. This work must be begun not later than three years from the date of this consent.

Reason: To comply with Section 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended).

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

P_S3_500_01	Site Location Plan
P_S3_500_08	Site Plan
P_S3_500_09	Ground Floor Masterplan
P_S3_500_10	Ground Floor Plan_P2
P_S3_500_11	First Floor Plan
P_S3_500_12	Second Floor Plan
P_S3_500_13	Third Floor Plan
P_S3_500_14	Roof Plan
P_S3_500_20	North Elevation
P_S3_500_21	South Elevation
P_S3_500_22	Annex Elevation
P_S3_500_30	Sections
P_S3_500_40	Typical Bay
P_S3_500_70	Existing Site Plan
P_S3_500_71	Existing Ground Floor Plan
P_S3_500_72	Existing First Floor Plan
P_S3_500_73	Existing Second Floor Plan

P_S3_500_74	Existing Third Floor Plan
P_S3_500_75	Existing Building 9 Elevations
P_S3_500_76	Existing Library Elevations
P_S3_500_77	Existing Annex Elevations
P_S3_500_78	Existing Library Sections
P_S3_500_80	Extent of Demolition - Ground Floor Plan
P_S3_500_81	Extent of Demolition - First Floor Plan
P_S3_500_82	Extent of Demolition - Second Floor Plan
P_S3_500_83	Extent of Demolition - Existing Library Elevations
P_S3_500_90	LBC Ground Floor Demolitions Plan
P_S3_500_91	LBC First Floor Demolitions Plan
P_S3_500_92	LBC Second Floor Demolitions Plan
P_S3_500_94	LBC Demolitions Elevation_P2
P_S3_500_95	LBC Ground Floor Proposed Plan_P2
P_S3_500_96	LBC First Floor Proposed Plan_P2
P_S3_500_97	LBC Second Floor Proposed Plan_P2
P_S3_500_98	LBC Roof Floor Proposed Plan_P2
P_S3_500_99	LBC Proposed Elevation_P2

Schedule Hendon Library Schedule of Works - Hendon Library

HHB9-GLH-00-XX-DR-LA-1000	External Works - General Arrangement Plan_P01
HHB9-GLH-00-XX-DR-LA-1001	External Works - Soft Landscape Proposals_P01
HHB9-GLH-00-XX-DR-LA-1002	External Works - Hard Works Proposals
HHB9-GLH-00-XX-DR-LA-1003	External Works - Tree Felling & Retention Plan

Reason: For the avoidance of doubt and in the interests of proper planning and so as to ensure that the development is carried out fully in accordance with the plans as assessed in accordance with Policies CS NPPF and CS1 of the Local Plan Core Strategy DPD (adopted September 2012) and Policy DM01 of the Local Plan Development Management Policies DPD (adopted September 2012).

3. Notwithstanding the details shown in the drawings submitted and otherwise hereby approved the development is not to commence until details of the features and elements of the works to Hendon Library building both internally and externally, have been submitted to the Local Planning Authority and approved in writing:

- All repair and redecoration works.
- Windows, doors, rainwater goods, new lighting and heating, mechanical ventilation and fire alarm system.

The development shall be implemented in full accordance with the approved details prior to the first occupation of the dwellings hereby approved.

Reason: To safeguard the character and visual amenities of the site and wider area and to ensure that the development is constructed in accordance with policies CS5 and DM01 of the Barnet Local Plan and The London Plan 2021.

4. All new external and internal works and finishes and works of making good to the retained fabric, shall match the existing adjacent work with regard to the methods used and to material, colour, texture and profile, unless shown otherwise on the drawings or other documentation hereby approved or required by any condition(s) attached to this consent.

Reason: In order to safeguard the special architectural or historic interest of the Listed Building in accordance with Policy DM06 of the Development Management Policies DPD (adopted September 2012) and CS NPPF of the Local Plan Core Strategy (adopted September 2012).

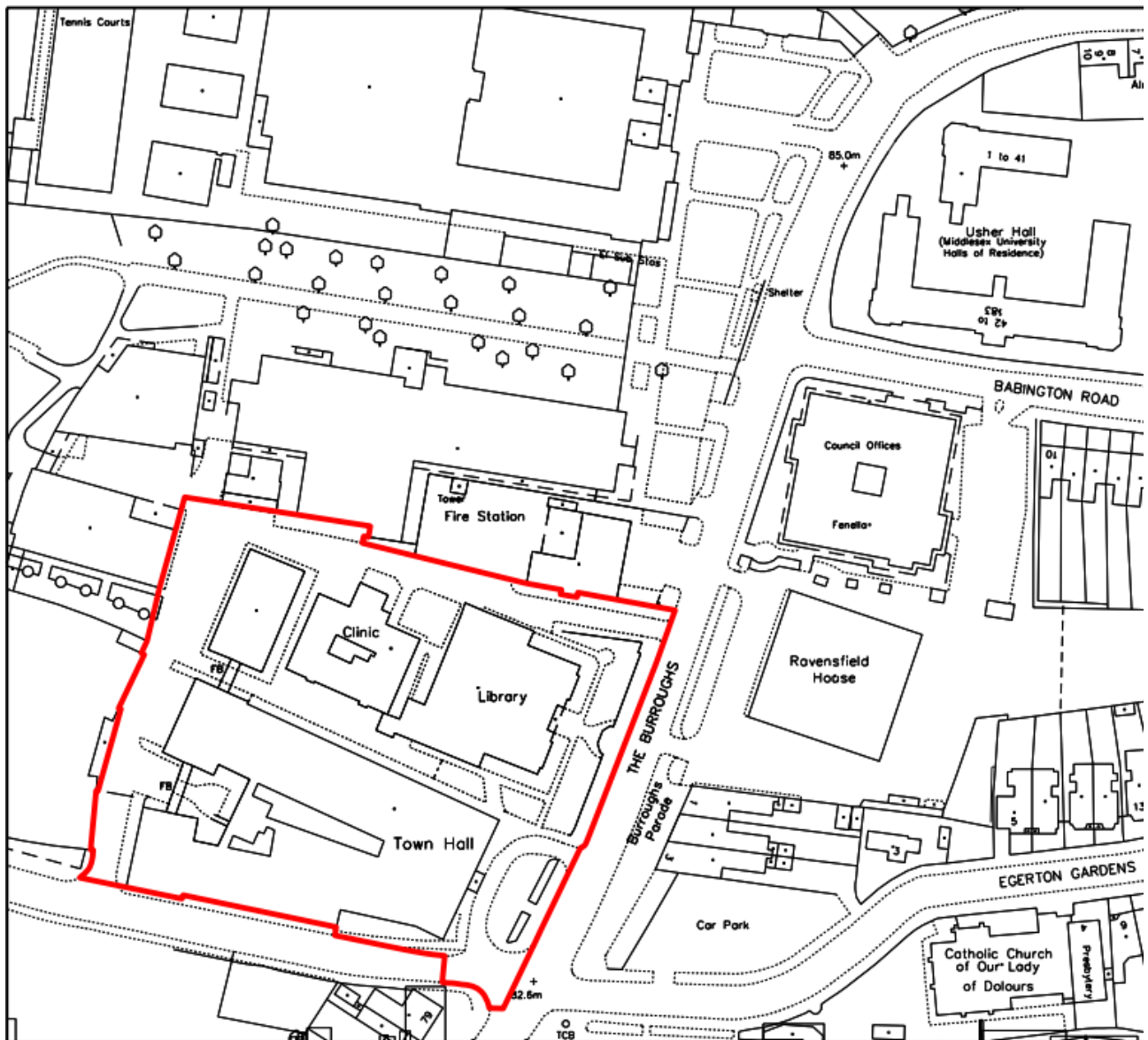
5. No development shall commence until a method statement for the works for retention/re-use of any internal features of heritage value shall have been submitted to and approved in writing by the local planning authority. The method statement shall include the timing of the removal and reinstatement and measures to be taken to secure and protect the interior features against accidental loss or damage. Development shall be carried out in accordance with the approved method statement.

Reason: In order to safeguard the special architectural or historic interest of the Listed Building in accordance with Policy DM06 of the Development Management Policies DPD (adopted September 2012) and CS NPPF of the Local Plan Core Strategy (adopted September 2012).

6. No development shall commence until details of the measures to be taken to secure the safety and stability of the part[s] of the building/structure/architectural feature[s] which is/are to be retained have been submitted to and approved in writing by the local planning authority. Such measures shall include strengthening any wall or vertical surface; supporting any floor, roof or horizontal surface; protecting against the weather or any accidental loss or damage. Development shall be carried out in accordance with the approved details.

Reason: In order to safeguard the special architectural or historic interest of the Listed Building in accordance with Policy DM06 of the Development Management Policies DPD (adopted September 2012) and CS NPPF of the Local Plan Core Strategy (adopted September 2012).

SITE LOCATION PLAN – Reference: 21/4723/FUL



LOCATION: Former The Quinta Club Mays Lane Barnet EN5 2AP

REFERENCE: 21/4613/FUL

Received:

23 August 2021

Accepted:

16 September 2021

Expiry:

11 November 2021

AGENDA ITEM 9

WARD: Underhill

CASE OFFICER: Hardeep Ryatt

APPLICANT: London Borough of Barnet

PROPOSAL: Change the use of the Former Quinta Club from Use Class F2 (Local Community) to Use Class F1 (Learning and non-residential institutions) together with the internal and external refurbishment of the building and improvements to access, parking and landscaping

RECOMMENDATION: Approve subject to conditions

AND the Service Director of Planning and Building Control or Head of Development Management to Approve the planning application reference 21/4613/FUL under delegated powers, subject to the conditions as set out within this report at HR1.

That the Committee also grants delegated authority to the Service Director of Planning and Building Control or the Head of Development Management 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).

CONDITION(S) and INFORMATIVES

Please refer to Appendix HR1 at the end of this report for the full list of proposed Conditions and Informatives.

1. MATERIAL CONSIDERATIONS

1.1 Key Relevant Planning Policy

Introduction

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

The development proposals have been carefully considered against the relevant policy criteria and, for the reasons set out in this report, it is concluded that the development would fulfil them to a satisfactory level, subject to the conditions and planning obligations recommended. The proposed development is therefore considered to comply with the requirements of the development plan.

National Planning Policy Framework (2021)

This document replaces the previous version of the National Planning Policy Framework (NPPF) published in February 2019. The NPPF sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced.

The NPPF states at Para 126, "The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities."

In addition the NPPF retains a "presumption in favour of sustainable development", unless any adverse impacts of a development would "significantly and demonstrably" outweigh the benefits.

The London Plan 2021

The new London Plan which sets out the Mayor's overarching strategic planning framework for the next 20 to 25 years was adopted on the 2nd March 2021 and now supersedes the previous Plan (2016).

The new London Plan policies (arranged by chapter) most relevant thought not exclusive to the determination of this application are:

Chapter 1

GG1 Building strong and inclusive communities

GG2 Making the best use of land

GG3 Creating a healthy city

GG4 Delivering the homes Londoners need

GG5 Growing a good economy

GG6 Increasing efficiency and resilience

Chapter 3

Policy D1 London's form, character and capacity for growth
Policy D2 Infrastructure requirements for sustainable densities
Policy D3 Optimising site capacity through the design-led approach
Policy D4 Delivering good design
Policy D5 Inclusive design
Policy D6 Housing quality and standards
Policy D7 Accessible housing
Policy D8 Public realm
Policy D11 Safety, Security and resilience to emergency
Policy D12 Fire safety
Policy D14 Noise

Chapter 5

Policy S1 Developing London's social infrastructure
Policy S2 Health and social care facilities

Chapter 6

Policy E2 Providing suitable business space
Policy E11 Skills and opportunities for all

Chapter 8

Policy G1 Green infrastructure
Policy G2 London's Greenbelt
Policy G5 Urban greening
Policy G6 Biodiversity and access to nature
Policy G7 Trees and woodlands

Chapter 9

Policy SI 1 Improving air quality
Policy SI 2 Minimising greenhouse gas emissions
Policy SI 3 Energy infrastructure
Policy SI 4 Managing heat risk
Policy SI 5 Water infrastructure
Policy SI 7 Reducing waste and supporting the circular economy
Policy SI 8 Waste capacity and net waste self-sufficiency
Policy SI 12 Flood risk management
Policy SI 13 Sustainable drainage

Chapter 10

Policy T1 Strategic approach to transport
Policy T2 Healthy Streets
Policy T3 Transport capacity, connectivity and safeguarding
Policy T4 Assessing and mitigating transport impacts
Policy T5 Cycling
Policy T6 Car parking
Policy T6.2 Office Parking
Policy T6.5 Non-residential disabled persons parking
Policy T7 Deliveries, servicing and construction
Policy T9 Funding transport infrastructure through planning

Chapter 11

Policy DF1 Delivery of the Plan and Planning Obligations

Barnet Local Plan

The development plan documents in the Barnet Local Plan constitute the development plan in terms of local planning policy for the purposes of the Planning and Compulsory Purchase Act (2004). The relevant documents comprise the Core Strategy and Development Management Policies documents, which were both adopted in September 2012. The Development Management Policies document provides the borough wide planning policies that implement the Core Strategy. These policies will be used for day-to-day decision making.

Although other policies are of relevance, the Local Plan development plan policies of most relevance to the determination of this application are:

Core Strategy (Adopted 2012):

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

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

CS10 (Enabling inclusive and integrated community facilities and uses)

CS11 (Improving health and well-being in Barnet)

CS12 (Making Barnet a safer place)

CS13 (Ensuring efficient use of natural resources)

CS14 (Dealing with our waste)

CS15 (Delivering the Core Strategy)

Development Management Policies (Adopted 2012):

DM01 (Protecting Barnet's character and amenity)

DM02 (Development standards)

DM03 (Accessibility and inclusive design)

DM04 (Environmental considerations for development)

DM13 (Community and education uses)

DM14 (New and existing employment space)

DM16 (Biodiversity)

DM17 (Travel impact and parking standards)

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

Local Supplementary Planning Documents:

Planning Obligations (April 2013)

Residential Design Guidance (April 2013)

Sustainable Design and Construction (April 2013)

Delivery Skills, Employment, Enterprise and Training from Development through S106 (October 2014)

* The Burroughs and Middlesex University Supplementary Planning Document (SPD) has not yet been formally adopted. The Council has been advised by leading and junior counsel that although not adopted, the draft SPD nonetheless may be regarded as a material consideration. The Council has also been advised that the

weight to be given to any material consideration is a matter of planning judgement. The draft SPD is yet to be formally adopted. The Chief Executive has also been delegated 'to make any necessary minor changes to the SPD in consultation with the Chairman of the Committee before its final publication'. That process has yet to be undertaken. The draft SPD is also supplementary to proposed policies in the emerging plan (Barnet's Draft Local Plan) some of which are subject to objection and all of which have yet to be subject to independent examination by an inspector at an examination in public. In addition, the draft SPD is currently subject to an application for judicial review. The Council is robustly defending its position and hopes to be successful in those proceedings. However, if the judicial review application were to be successful and if the Council had relied on the draft SPD in the determination in favour of the grant of this application there would be a possible risk that it might be regarded as having contaminated the lawfulness of its decision to grant planning permission. That risk however small can be avoided if the draft SPD is not given any weight. Accordingly, having regard to all of these factors, officers have exercised their planning judgement and have not given the draft SPD any weight in the determination of this application.

As explained above, the SPD has been given no weight in the consideration of this application. As such, the outcome of those judicial review proceedings will not affect any of the conclusions set out in this report.

Mayoral Supplementary Planning Documents and Guidance:

Barnet Housing Strategy 2015-2025

Accessible London: Achieving an Inclusive Environment (April 2004)

Sustainable Design and Construction (May 2006)

Wheelchair Accessible Housing (September 2007)

Planning for Equality and Diversity in London (October 2007)

Shaping Neighbourhoods: Play and Informal Recreation (September 2012)

All London Green Grid (March 2012)

Housing (March 2016)

Affordable Housing and Viability (August 2017)

The Control of Dust and Emissions during Construction and Demolition (July 2014)

Mayor's Transport Strategy (2018)

Barnet's Local Plan (Reg 22) 2021

Barnet's Draft Local Plan on 26th November 2021 was submitted to the Planning Inspectorate for independent examination which will be carried out on behalf of the Secretary of State for the Department of Levelling Up, Housing and Communities. This is in accordance with Regulation 22 of the Town and Country Planning (Local Planning) (England) Regulations 2021 (as amended).

The Regulation 22 Local Plan sets out the Council's draft planning policy framework together with draft development proposals for 65 sites. 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 has been needs to be taken of the policies and site proposals in the draft Local Plan and the stage that it has reached limited weight has been given to the draft Local Plan in the determination of this application (see further below).

The sites identified in the draft Local Plan Schedule of Proposals and which remain relevant to the Hendon Hub regeneration project and the current set of planning applications are tabled below.

Site No.	Site Address	Indicative Units
35	Egerton Gardens Car Park, The Burroughs	23 (69 student)
36	Fenella, The Burroughs	60 (180 student)
38	Ravensfield House, The Burroughs	84 (252 student)
40	Meritage Centre, Hendon	36 (108 student)
41	PDSA and Fuller St Car Park, Hendon	12 (36 student)

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.

Environmental Impact Assessment Regulations (2017)

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

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

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

The Regulations apply to two separate lists of development project. Schedule 1 development for which the carrying out of an Environmental Impact Assessment (EIA) is mandatory and Schedule 2 development which require the carrying out of an EIA if the particular project is considered likely to give rise to significant effects on the environment. The proposed development does not fall within Schedule 1 of the regulations.

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

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

Given the nature and scale of the development, it was common ground with the applicant that the application would need to be accompanied by an ES in line with the Regulations.

An EIA Scoping Report was submitted to the London Borough of Barnet (LBB) as the relevant local planning authority (LPA) by GL Hearn on behalf of the London Borough of Barnet (LBB) as the 'Applicant'. The Report requested an EIA Scoping Opinion (under Section 13 of the Regulations) in respect of information required to be submitted in support of planning application(s) for the redevelopment of a number of sites within the Hendon area.

These would come forward as separate planning applications, however given the proximity and interconnection of these sites, for the purposes of EIA Regulations, they collectively are considered to constitute a single development known as the 'Hendon Hub'. The Local Planning Authority subsequently issued a Scoping Opinion in May 2021 confirming that the proposed scope of the ES was acceptable.

In consideration of the policy and guidance the Hendon Hub Project comprises a series of separate sites, the SR considered it was not necessary for each site to fall within the consideration and assessment of the EIA. This would enable the EIA to focus on the sites and proposals that are considered likely to give rise to significant environmental effects given the size of the site and the scale and nature of the proposals for the site. Accordingly, the Scoping Opinion confirmed that some of the smaller sites could be scoped out of the EIA. This site is one of those sites which was scoped out.

Though this site was scoped out of the EIA it was included within the cumulative assessment – this was adopted as a precautionary approach. The cumulative assessment concluded that there would be no residual significant environmental effects - this conclusion supports the original assessments undertaken and detailed in the Scoping Report.

This site was scoped out of the EIA, a precautionary approach as taken and it was included within the cumulative assessment. The cumulative assessment concluded that there would be no residual significant environmental effects - this conclusion supports the original assessments undertaken and detailed in the Scoping Report.

2. PLANNING CONSIDERATIONS

2.1 Background & Site Context

The Hendon Hub Project consists of 7 separate sites which will see proposals for development, refurbishment and landscaping focused primarily in and around The Burroughs area in Hendon. The sites are principally focused around the civic centre of Hendon, running along the west and east sides of The Burroughs from Watford Way in the south to Church Road in the north.

The Burroughs (A504) is a major road that connects the A41 (Watford Way) through to Finchley in the north east. At the southern end of The Burroughs is the Burroughs Conservation Area. This broadly extends from Watford Way in the south to St Josephs Grove in the north in linear form.

To the north of St Josephs Grove is the civic core to Hendon, characterised by larger civic buildings which include Hendon Town Hall, Hendon Library on the western side of The Burroughs and Middlesex University Buildings to the east. There are also several listed buildings in this area, the Town Hall, Public Library, and Fire Station.

To the north of The Burroughs is Church Road. This area is the southern extent of the Hendon Church End Conservation Area. Hendon Church End is a linear development, with St Mary's Parish Church at its heart, and links Church Road to the south with Watford Way to the west.

The Hendon Hub Project led by Barnet Council as applicant, is a significant Regeneration Project that would integrate new academic, community, retail and civic spaces along The Burroughs and other nearby sites to enhance and lift this important area of Hendon.

The 7 planning applications which have been submitted and form the Hendon Hub project are:

21/4709/FUL – Ravensfield & Fenella (R&F)

Three new buildings providing a mix of student accommodation, affordable housing, new teaching and student facilities, with community and retail uses at street level. There will also be two important new civic buildings; the relocated Hendon Library and the new Arts and Creative Industries (ACI) facility.

21/4722/FUL – Meritage Centre (MC)

Redevelopment which will deliver new student accommodation, a healthcare-based community use and new shared accommodation for young adults.

21/4723/FUL & 21/4724/LBC – Building 9/Hendon Library (B9)

New grade A teaching Facility for Middlesex University.

21/4612/FUL – Fuller Street (FS)

New building to house the re-located PDSA (Pet Hospital).

21/4613/FUL – Former Quinta Club (this application report)

Change of use and refurbishment of the existing building for the relocation of Schools Libraries Resource Service (SLRS)

21/5054/FUL – Linear Woodland*

Landscaping proposals including the installation of wayfinding signage, new lighting, improvements to the existing public footpath and creation of a new public footpath.

* - This application has been formally withdrawn as requested by the applicant.

21/5061/FUL – Land @ Prince of Wales Estate

Provision of car parking and creation of informal play areas and landscaping works.

Hendon Hub Masterplan:



2.2 Site Description

The land to which this proposal relates lies entirely within the London Borough of Barnet. This site comprises the former Quinta Club which is situated on the south side of Mays Lane opposite the junction with Shelford Road.

The site forms part of open space land in the northern section of the Borough between Chipping Barnet, Totteridge and Mill Hill. The site is located just within the edge of the Green Belt with Mays Lane and the residential development immediately to the north all outside of the greenbelt. Therefore it is immediately adjacent to the settlement/development boundary.

The single storey building is set back some distance from the main road, Mays Lane with the entire area to the front covered in hardstanding. The building has both

existing ground level windows complimented with a set of existing high level windows providing additional natural light into the internal space.

The building itself has been vacant for a number of years and is now derelict and in poor condition. The site is set within a verdant character immediately adjacent to the open space, village green to the east. The site is approximately 0.17 Ha and has a PTAL rating of 1b (poor).

It is understood that the community hall has been vacant since 2006.

2.3 Proposed Development

The application is for the change of use and refurbishment of the building from a community hall to a facility used for the storage, archiving and dispatching of library books predominantly for schools within the London Borough of Barnet. The facility will be used by the Schools Libraries Resource Service (or SLRS).

This application proposes to refurbish the existing building only and does not propose to demolish or extend any part of the existing building. There would be no enlargement of the existing building, however the fabric of the building would be repaired as necessary with key elements such as windows and doors replaced with contemporary / modern elements. The building would remain single storey and for clarity, there is no mezzanine level proposed.

The Schools Libraries Resources Service is a subscription service that supports reading and learning by loaning books and a wide range of resources to local schools. The service curate termly and half termly topic and fiction book loans to schools to support the delivery of the national curriculum in the classroom.

The service offers advice and support on setting up or revamping of school libraries, book corners or reading areas. The service will also offer a range of workshops throughout the year - a training area is proposed within the new building.

The existing hardstanding area will be maintained and improved along with access and landscaping. Whilst public access will be maintained, a secure parking area would also be provided for the SLRS. This comprises of 16 shared car parking spaces and servicing, allocated as follows:

- 5 staff spaces,
- 4 visitor spaces
- Service area for small van, and
- 7 spaces for public use of the Quinta Village Green.

Land Use

The SLRS service operates from Hendon Library where it has limited and substandard space therefore the proposed development in this location will act as a significant improvement to the service and enable the SLRS to further support local schools by continuing to loan books and a wide range of other resources. This would involve an increase in the GIA from 260 to 421 sqm.

A new Public Library would be relocated and provided on The Burroughs, which forms part of the proposed redevelopment at the Ravensfield & Fenella site, ref: 21/4709/FUL.

These applications including this submission confirm that there would be an overall net increase of community use (and teaching) floorspace provided by the Hendon Hub Regeneration project.

2.4 Relevant Planning History

There is no strategic planning history relevant to the application site other than the formal scoping opinion:

Reference: 21/2885/ESC

Address: Hendon Hub In And Around The Burroughs, Church Road And Church End
Hendon London NW4

Decision: Statement Scope Acceptable

Decision Date: 16 July 2021

Description: Environmental impact assessment scoping opinion

There are some old minor planning applications dating back to the 1960s and 70s, as referenced within the applicant's submission. From the search of council records, there are no other applications considered to be directly relevant to this application.

2.5 Pre-application Consultation by the Applicant

A Public Consultation Report has been submitted with the planning application, prepared by GL Hearn, which outlines the public consultations which the applicant's agent has carried out prior to the submission of the application.

The report details for example:

- 14-week non-statutory public consultation period ran from 27 February 2021 to 7 June 2021, with the aim to obtain feedback from local residents and stakeholders.
- A project website was set-up (www.hendonhub.co.uk) to allow people to find out more about the consultation and feedback via the online survey.
- A total of eight online presentations were held via Zoom and an additional four in-person events were held at the Scholars Courtyard at Middlesex University during the week commencing 17 May 2021.
- Leaflets were delivered to over 13,000 addresses (including residential and business addresses) in the Hendon and West Hendon wards.
- At the same time the leaflets were distributed, press releases were issued to local news media.
- The applicant (LBB) promoted the project and consultation events through its own social media channels, including its corporate Facebook and Twitter accounts.
- The University has also been undertaking its own local engagement in parallel to the work being carried out by the applicant's project team.
- The Barnet Libraries team also undertook its own consultation exercise in parallel to the main consultation.

2.6 Public Consultations

As part of the consultation exercise, 126 letters were sent to neighbouring properties and residents. In addition the application was advertised in the local press and site notices were posted. At the time of preparing this report one letter of support was received from the Barnet Society which is recorded below.

2.6.1 Public Objections:

None.

2.6.2 Neighbouring/Residents Associations & Local Amenity Groups:

The Barnet Society:

The Barnet Society supports the proposed re-use of this neglected site.

We generally welcome the proposed over-cladding and landscape improvements, but note an inconsistency in the height of the proposed boundary fence. In the Design & Access Statement, Section 4, Landscape, it is described as 1.8m weldmesh, but in Section 5, Access/Secure Through Design as 2.4m high.

It is disappointing, however, to find no reference to environmental standards, either for building or landscape. Compliance with current Building Regulations may be all that is technically required, but represents poor long-term investment and falls well short of Barnet's Local Plan Policy DM01, which requires all development to represent high quality design which demonstrates high levels of environmental awareness.

Officer Comment

The applicant has advised that the height of the perimeter fence was increased following comments received from the Met Police Designing out Crime Officer, during separate discussions prior to the formal submission. See Met DoC comments below.

2.7 Responses from External Consultees

Transport for London (TfL)

No objections.

Natural England

No objection/comments to make on this application.

Affinity Water

No objection/comments to make on this application

MET Police – Secured by Design

No objections.

This proposal relates to the change of use and refurbishment of the building and some external areas of the site.

Again, it is positive that the applicant has incorporated a section within their DAS relating to 'design out crime' for the proposal. As the applicant has stated, a meeting took place to discuss the early design of the scheme. It is important to ensure that this building can meet Secured by Design compliance, due to levels of crime within the ward and borough, especially considering that the location of this building. It is located within a public park and is fairly isolated in nature, especially during hours of darkness when levels of natural surveillance and legitimate activity will have virtually been reduced to zero. There may also be higher value and community assets to protect within this building, therefore physical security measures will be essential. This includes support for 2.4m high boundary fencing (as opposed to 1.8m high within the DAS) and the incorporation of security-rated products and measures throughout the site.

The current site is very badly damaged and has been grossly misused, therefore reactivating this site with legitimate activity should help to introduce increased levels of legitimate activity and can help to deter those wanting to misuse this area. With this type of facility it will be possible to provide ongoing guidance and assistance for Secured by Design (SBD) purposes in respect of these buildings (current SBD guide – Commercial 2015). With crime statistics and levels of burglary within the borough, achieving SBD for these buildings should greatly assist in being able to deter and reduce crime and disorder in this area. As alluded to within the DAS, specific guidance relating to security rated products can be provided in due course and it does appear possible for it to achieve SBD accreditation. I would respectfully request that this is considered as a formal planning condition upon any approval of this proposal.

Officer Comment

These comments are duly noted and have been considered later in this report and details can be secured by condition.

Highways England

National Highways raises no objection.

Sports England

Policy:

It is understood that the site forms part of, or constitutes land last used as playing field as defined in The Town and Country Planning (Development Management Procedure) (England) Order 2015 (Statutory Instrument 2015 No. 595).

However, as the playing field does not appear to have been used as a playing field for at least five years, the consultation with Sport England is not a statutory requirement. If the Local Planning Authority consider that the playing field has been in use please confirm.

Notwithstanding the non-statutory nature of the consultation, Sport England has considered the application in light of the National Planning Policy Framework (particularly Para 99) and against its own playing fields policy, which states:

“Sport England will oppose the granting of planning permission for any development which would lead to the loss of, or would prejudice the use of:

- all or any part of a playing field, or
- land which has been used as a playing field and remains undeveloped, or
- land allocated for use as a playing field

unless, in the judgement of Sport England, the development as a whole meets with one or more of five specific exceptions.”

Sport England's Playing Fields Policy and Guidance document can be viewed via the below link:

https://www.sportengland.org/how-we-can-help/facilities-and-planning/planning-for-sport#playing_fields_policy

Sport England' applies its policy to any land in use as playing field or last used as playing field and which remains undeveloped, irrespective of whether that use ceased more than five years ago. Lack of use should not be seen as necessarily indicating an absence of need for playing fields in the locality. Such land can retain the potential to provide playing pitches to meet current or future needs.

The Proposal and Impact on Playing Field:

The proposal seeks to change the use of the Former Quinta Club building which, given its location, appears to have supported the use of the playing field when it was last used, i.e. provided the ancillary facilities required for effective use of the playing field. The building also falls within Use Class F2 which could allow a range of sports uses to use the site without a requiring a specific grant of planning permission.

Assessment against Sport England Policy:

The application seeks to change the use of the building to a library facility for the Schools Libraries Resource Service (SLRS). In order to align with National Planning Policy, i.e. the NPPF, paragraph 99, and Sport England Policy the Local Planning Authority must be satisfied that the application demonstrates that the facility is surplus since a replacement facility falling within Use Class F2 is not proposed within this application. In this respect, the Planning Statement indicates that the site is surplus and this assessment is based on the site's public transport links, that the site has been vacant and the inability of identifying an occupier. The document then indicates that demand for sports halls will be met by sports halls in Copthall and Hendon Leisure Centres (both of which appear to be 40-50 minutes away by public transport). It should be noted that the application site would not have been a sports hall although sports halls are one of the many facilities that falls within Use Class F2, as are other facilities such as activity/fitness halls, squash courts, gymnastic facilities etc.

Sport England considers surplus to relate to current and future local need which in Sport England's view the application documents does not discuss, i.e. is there a strategically identified demand for any facility falling within Use Class F2 in the locality. This view is different to merely assessing transport, vacancy and identifying new users/uses since these could be based on factors not related to need/demand for a local sports facility. In addition, it is likely that the building did

not fall within the type of facilities examined in the study/strategy mentioned in the documents given its size. Sport England would highlight that it is important for local areas to also have a network of halls/spaces where communities can participate in less formal sport/physical activity or for more formal sport/physical activity that may not warrant hiring an entire sports hall, for example Yoga, Pilates, Zumba etc. This is arguably important in places that have poor accessibility such as the area around the application site as the local community may find it difficult to access other areas in the borough.

In light of the above, Sport England would advise that the Council should be aware of the opportunities that smaller sites can offer to encourage local communities to undertake physical activity, especially for those that are not willing/able to travel far to larger sites and/or are not attracted by the facilities in larger sites. Sport England would also like to highlight that the Council's Playing Pitch Strategy is currently being refreshed which could affect future aspirations for the adjacent playing field that could need ancillary facilities to support it.

Conclusion:

Given the above assessment, on the basis that the Local Planning Authority are content that it has been demonstrated that there is not a current or future need for a facility falling within Use Class F2 in this location to service any local sporting/activity need and that the playing field is not prejudiced by, for example, taking away opportunities to use toilets etc. Sport England would not object. It would encourage, however, that the proposed use incorporates elements that encourage physical activity and co-location of facilities to fully make efficient use of the building. Sport England's Active Design Guidance might be of assistance in this regard.

Sport England would like to be notified of the outcome of the application through the receipt of a copy of the decision notice.

The absence of an objection to this application, in the context of the Town and Country Planning Act, cannot be taken as formal support or consent from Sport England or any National Governing Body of Sport to any related funding application, or as may be required by virtue of any pre-existing funding agreement.

Officer Comment

The response is duly noted. Officers acknowledge the consultation with Sport England is not a statutory requirement. Officers have also consulted with council's Greenspaces (see below) who confirm the site is not part of the playing pitch strategy.

2.8 Responses from Internal Consultees

Greenspaces

The Quinta Club has not been used as formal playing pitches for a number of years, the site does not appear in the playing pitch strategy as a site that is currently in use or one to bring back in to use as playing pitches as such we have no plans for it to be used for this purpose.

Ecology

No objections, the proposed development has been reviewed and is considered acceptable subject to a number of standard conditions and informatives, which will be included. The detailed comments are set out in the relevant section of this report.

Environmental Health

No objections. The proposed development has been reviewed in regard to noise, air quality, overheating, contaminated land and is considered acceptable subject to a number of conditions and informatives, which will be included.

Arboriculturalist

No objections. Recommend a number of conditions relating to:

- Levels
- Hard & Soft landscaping
- Excavation for services
- Pre-commencement, Tree protection and method statement
- Landscape management

Policy

No objections.

Planning Documents considered in assessing the applications

- NPPF
- The London Plan 2021
- The Barnet Core Strategy
- The Barnet Development Management Policies

See comments on the SPD at 1.1 above.

Green Belt. (NPPF 147-151, London Plan Policy G2, Core Strategy CS7, DM15, Draft Local Plan ECC05).

The site is located in the Green Belt however, as the proposal is to refurbish an existing building in the Green Belt and there are no major alterations proposed to the building or the asphalted area it can be considered to meet the test set out in paragraph 150(d) of the NPPF (2021) “the re-use of buildings provided that the buildings are of permanent and substantial construction”.

Change of use - Use Class F2 (Local Community) to Use Class F1 (Learning and non-residential institutions)

Descriptions of Use Class F1 indicates a provision of public access, and provision of learning onsite. From the description of use in the Planning Statement provided with the application the staff may be given training on site but to no greater extent than what would be expected of any other employer and it will not be open to the public. The reasoning for this use class being nominated seems to be that it relates to the distribution of books to schools, however the proposed use is better met by use class B8 which is storage and distribution.

In order to link it to the Barnet Library Service a dual use class of F1/B8 is a better description of the proposed use on site. This would still allow the use to be classed as a community use and therefore meet the requirements of Policies CS10, DM13 and

draft policy CHW01, while better describing the actual proposed function of the building.

Design

As the site is in the Green Belt the refurbishment of the exterior of the building should not result in the building impacting on the openness of the Green Belt. Materials and Landscaping should be agreed by the Design Officer.

Sustainable Drainage

Principles should be considered when refurbishing the parking area and in choosing the paving material on site. All SuDs designs, drainage plans and paving materials should be agreed with the Drainage and Highways Team at the Council.

Urban Greening /Biodiversity

The proposed increase in planting on site is welcomed, in choosing the tree and shrub species for the planting regime 'the right tree in the right place' principle should be used as well as considering which species would benefit local wildlife. Due to it not being a major application neither Urban Greening or the Biodiversity Net Gain (BNG) has been calculated for the site. However there is a as a proposed planting regime, and the Ecological Appraisal includes a list of biodiversity enhancements that could be used to enhance local wildlife, it is recommended that these be incorporated into the finalised landscaping and building detail (e.g. planting appropriate for local wildlife and nest boxes placed on the building)

Energy

It is expected that the refurbishment of the building will result in a modern energy efficient building.

Traffic/Transport

Please refer to Transport Planner comments

OFFICER COMMENT:

A proposed B8 use could raise concerns over future possible change of use to an incompatible noise producing land use and therefore a use to a similar type of community use would be more appropriate.

Heritage

No objections raised, does not have heritage implications.

Urban Design

No objections.

General:

The building form, mass and footprint will remain unaltered.

Height:

2 storeys is in keeping with the area's datum and the changes proposed are inducing activity into an inactive site.

Massing:

No enlargement of the existing building is proposed therefore modernisation is welcome

Architecture:

The architecture is quite formal and strict. The Fuller street car park proposal is more in line with what we would like to see here.

Material and façade variation:

We would like more information on the proposed render system. The materials should reflect the location in a successful manner. The use of natural materials where possible is encouraged.

Views:

Views into the site from the residential quarters are tested thoroughly. Overall views are not seen as detrimental. The existing green environment is considered so is the local topographic changes.

Wayfinding:

We have clear views and a robust wayfinding strategy which efficiently leads people to the facility.

Local integration:

The development height does not harm the area, height is concentrated away from existing residents and placed near a landscaped buffer zone to blend the mass on site.

Transport and Regeneration

Summary - No objections. The development is acceptable on transport grounds subject to planning conditions. The detailed comments provided by transport officers has been incorporated in the highways section of this report.

Drainage/SuDs

No objections, however further details and information are required therefore have requested this is controlled by condition.

Waste/Refuse

No objections – however further details and information are required therefore have requested this is controlled by condition.

Library Services

No objections.

We are very supportive of the proposals to provide a new library building in Hendon as this will give us the scope to improve the service provided to the local population and we are excited about the opportunity this represents. We will be able to increase the range of services provided, raise the profile of the library and modernise the offer. The proximity of other community services relocated from the current Meritage centre and the incorporation of the safer neighbourhood team in the library building is also very positive and there are nice synergies which will facilitate better partnership working.

Moving the school Library service to the Quinta Club site will provide much better working space for this part of the library service which in turn will enable them to better respond to the needs of Barnet's schools.

3. PLANNING ASSESSMENT

3.1 Principle of development

Green Belt

The National Planning Policy Framework (NPPF) Paragraph 137 states the fundamental aim of Green Belt Policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and permanence. The Green Belt serves five purposes (para 138):

- i. to check the unrestricted sprawl of large built-up areas.
- ii. to prevent neighbouring towns merging into one another.
- iii. to assist in safeguarding the countryside from encroachment.
- iv. to preserve the setting and special character of historic towns.
- v. to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

The NPPF goes on to confirm in regards to proposals affecting the Green Belt that, inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. When considering any planning application, LPA's should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt, by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.

Paragraph 149 states that the construction of new buildings should be regarded as inappropriate in the Green Belt unless they fall within certain specified exceptions. These exceptions are listed a-g, with 'b' confirming, "the provision of appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it." In addition, Part 'g' states, "limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would:
– not have a greater impact on the openness of the Green Belt than the existing development."

Paragraph 150 of the NPPF confirms that certain other forms of development are also not inappropriate in the Green Belt provided they preserve its openness and do not conflict with the purposes of including land within it. In particular part 'd' states, "the re-use of buildings provided that the buildings are of permanent and substantial construction."

The London Plan 2021 also strongly supports the protection, promotion and enhancement of London's open spaces and natural environments. Policy G2

London's Green Belt under part A confirms Green Belt should be protected from inappropriate development and proposals that would harm the Green Belt should be refused except where very special circumstances exist. Inappropriate development is harmful by definition. Substantial weight must be given to any harm to the Green Belt (both harm by definition and other harm). The benefits of very special circumstances must clearly outweigh the harm.

In terms of local policy, Policy DM15 reflects both National and Regional policy. It confirms that, "Except in very special circumstances, the council will refuse any development in the Green Belt or MOL which is not compatible with their purposes and objectives and does not maintain their openness."

The proposal seeks the complete refurbishment of the existing building only and does not involve any extensions or increase in the building's footprint or height. The applicant has also confirmed that there would be no increase to the area of hardstanding. Accordingly, it is considered that the proposal meets the green belt requirements in that this development falls into the exception as set out above and therefore is not to be regarded as inappropriate development and is considered acceptable.

It is noted that the redevelopment would require the need for the site to be enclosed and the proposal involves the addition of fencing. This has been increased in height from 1.8m to 2.4m following advice received from the Met DoC officer. This would not be taller than the existing building and from the open fields to the rear, would be seen against the backdrop of the existing building. On balance this is acceptable as it will be contained around the site and would not obstruct any views out to the open fields and green belt land itself. Therefore it is considered that there would be no greater impact on the openness of the Green Belt than the existing development. However notwithstanding full details of the fencing and landscaping including planting details would be required and controlled through appropriate conditions.

Change of Use

Policy DM13 of the Local Plan requires the re-provision of community facilities with at least an equivalent quality or quantity of floorspace and should be provided at the site or in a suitable alternative location. Where there is no demand for continued community or education use, and that the site has been marketed effectively for a continuous period of 12 months.

As detailed earlier in this report, the SLRS currently operates from Hendon Library where it has limited and substandard space. The proposed development in this location will act as a significant improvement to the service and enable the SLRS to further support local schools by continuing to loan books and a wide range of other resources. This would involve an increase in the GIA from 260 to 421 sqm. Library Services are entirely supportive of this move and have confirmed this would improve the service provided to the local population and help increase the range of services provided.

In addition, the applicant has also confirmed that a marketing exercise has been undertaken by the LB Barnet Estates. The sports club has been vacant since 2006. Since 2006 several attempts to find a leisure / sports club operator have failed. Most recently it was marketed from February 2019 at a rent of £70,000 per annum with special terms including one year rent free. The advertised rent was comparable to

other properties in the area also in Use Class D2 (assembly and leisure) (now Use Class F.2). Initial interest was shown by both leisure operators as well as providers within the community and health sectors. However, the significant costs to refurbish and repair the property was the most common reason given for not proceeding.

Part C of Policy S5 “Sports and recreation facilities” of the London Plan (2021) states that existing and recreational facilities should be retained unless an assessment has been undertaken which clearly shows the sports facility to be surplus to requirements. Where published, a borough’s assessment of need for sports and recreation facilities should inform this assessment.

The LB Barnet Indoor Sports and Recreation Facility Study (2018) provides a supply and demand analysis of existing sports facilities within the Borough [including sports halls]. This report also sets out recommendations for sports hall provision and focus for that provision in areas where demand for indoor recreation is high or where there are planned developments that would increase demand in the future. The demand forecasts and scenarios as presented in the report were carried out in consultation with Sport England.

The Study identifies unmet demand for sports halls due to the number of existing sports hall operators not permitting access for the community, which if provided, would result in an over-supply within the Borough. The focus thus being on increasing access to existing facilities rather than providing new facilities.

The projected demand for sports halls is greatest in the western and central parts of the Borough; which Copthall Leisure Centre and Hendon Leisure Centre would meet. The Former Quinta Club’s is in a semi-rural area in the north western part of the Borough, which has been vacant since 2006. This site is also difficult to access for members of the public reliant on public transport, given the PTAL level of 1b.

In summary the findings of the LB Barnet Indoor Sports and Recreation Facility Study (2018) supports the proposals for the change of use from a long-term vacant community hall to an alternative social infrastructure use. The change of use will not prejudice the public’s access to recreational facilities as these are widely available in areas where demand is greatest.

The change of use would also not prejudice the use of the playing pitch which lies adjacent to the Former Quinta Club. As the council’s greenspaces team have confirmed. The Quinta Club has not been used as formal playing pitches for a significant number of years. The site does not appear in the playing pitch strategy as a site that is currently in use or one to bring back in to use as playing pitches. Therefore, they have confirmed there are no plans for the site to be used for this purpose.

Therefore taking all matters into consideration the proposed renovations and change of use for this site are deemed acceptable and there are no in principle objections to the proposed development.

3.2 Design

The NPPF makes it clear that good design is indivisible from good planning and a key element in achieving sustainable development. This document states that permission should be refused for development which is of poor design that fails to

take the opportunities available for improving the character and quality of an area and the way it functions. It identifies that good design involves integrating development into the natural, built and historic environment and also points out that although visual appearance and the architecture of buildings are important factors; securing high quality design goes beyond aesthetic considerations.

The London Plan 2021 also contains a number of policies, such as Policy D3, promoting a design led approach having regard to various matters such as character, layout, scale, sustainability, public realm and landscaping. The London Plan 2021 emphasises the need for a good quality environment, with the design of new buildings supporting character and legibility of a neighbourhood. The London Plan 2021 states that buildings, streets and open spaces should provide a high quality design response that has regard to the pattern and grain of the existing spaces and streets in orientation, scale, proportion and mass; contributes to a positive relationship between the urban structure and natural landscape features, including the underlying landform and topography of an area; is human in scale, ensuring buildings create a positive relationship with street level activity and people feel comfortable with their surroundings; allows existing buildings and structures that make a positive contribution to the character of a place to influence the future character of the area; and is informed by the surrounding historic environment.

Policy CS5 of Barnet Council's policy framework seeks to ensure that all development in Barnet respects local context and distinctive local character, creating places and buildings of high-quality design. In this regard Policy CS5 is clear in mandating that new development should improve the quality of buildings, landscaping and the street environment and in turn enhance the experience of Barnet for residents, workers and visitors alike. Policy DM01 also requires that all developments should seek to ensure a high standard of urban and architectural design for all new development and high-quality design, demonstrating high levels of environmental awareness of their location by way of character, scale, mass, height and pattern of surrounding buildings, spaces and streets. Proposals should preserve or enhance local character and respect the appearance. Policy DM03 seeks to create a positive and inclusive environment that also encourages high quality distinctive developments. The above policies form the basis for the assessment on design.

The proposals consist of the refurbishment of the existing building, there will be no demolition, rebuilding or extensions. Therefore, there will be no changes to the footprint, height, or massing of the building.

The proposed development optimises the use of the previously developed site which would help improve and revitalise the site, bringing the vacant derelict building back into use.

Materiality

The application submission confirms the materiality has been considered and the selection of materials for both the overall and individual elements of the building would deliver a visually clean, contemporary scheme.

It is proposed to render the lower portions with a white insulated render, new black framed metal windows and doors will be installed in existing openings. The upper level is to overclad in dark grey / black standing seam metal. Whilst some details have been provided further details are required to ensure officers are content the

finish and appearance of the new building would be appropriate. Accordingly notwithstanding the submission, these matters will be controlled by way of conditions.

3.3 Secured by Design

Policy DM01 requires that the principles set out in the national Police initiative, 'Secured by Design' should be considered in development proposals. The proposed development was subject to consultation with the Met Police who have raised no objections subject to the standard condition. Therefore a condition would be attached to any permission requiring the proposed development and design to achieve Secured by Design accreditation.

It is acknowledged that the site is located within in a public park and is relatively isolated especially during hours of darkness when levels of natural surveillance and legitimate activity will have virtually been reduced to zero. Therefore the increased in height to 2.4m for the boundary fencing is on balance accepted in this instance. However full details would be secured through conditions.

3.4 Amenity Impact on Neighbouring Properties

The Barnet Residential Design Guidance SPD states there should be a minimum distance of about 21 metres between properties with facing windows to habitable rooms to avoid overlooking, and 10.5 metres to a neighbouring garden. Shorter distances may be acceptable between new build properties where there are material justifications.

The proposal does not involve any residential element. There are no immediately adjoining residential properties which would be adversely affected by the proposed development. The closest properties are located to the west over 21m away separated by the existing public footpath and well screened by mature trees.

Environmental Health - Noise and Air Quality

The proposal and submission details have been reviewed by the Council's Environmental Health team. The proposal does not, in air quality terms, conflict with national or local policies, or with measures set out in the London Borough of Barnet's Air Quality Action Plan. There are no constraints to the development in the context of air quality. The construction phase will require mitigation and therefore it is advised that a Construction Environmental Management Plan, in order to control dust emissions and maintain good mitigation in line with current good practice is conditioned.

Suitable conditions should also be attached regarding ventilation and the submission of details of proposed plant and equipment. Accordingly appropriate conditions will be included to ensure all details and mitigation measures are secured.

In regard to land contamination the officer states. The existing building will be refurbished, there will be no demolition, rebuilding or extensions and excavations. I have read the CAPITA Geo-environmental Preliminary Risk Assessment, dated July 2021 and I concur with their conclusions in section 7. As no ground works are proposed and due to the end use and the setting, the only possible risk which is

associated with using the building for commercial/storage land use is a theoretical low/moderate ground gas risk. However, this arises from the infilling of a small/medium sized pond which were sited close to the Sites boundary. The London Clay geology makes gas migration (should a source exist) unlikely and the buildings floor slabs may act to seal out gas. No conditions are necessary.

3.5 Transport / Highways

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.

The application was accompanied with a Transport Assessment which has been reviewed by the council's transport highway officers who have provided detailed comments as set out below. Officers conclude that the development is acceptable on transport grounds subject to planning conditions.

Existing Conditions

The existing site is in a dilapidated state and has been for the last 15 years. It has large areas of tarmac and green space which has been used for sporting activities and is classified as the 'Village Green.' The former Quinta Club building has total GIA of the site is 500 sqm. The site was used as a community space (D1).

The only site vehicular access to the site is at the Mays Lane / Shelford Road junction. The existing visibility is reported to be poor, more noticeably to the west where the road bends to the south. The visibility splay is reported to be below recommended standards for a 30mph road.

TfL's WebCAT tool has not been used to identify the site's PTAL. A review of WbCAT indicates that the site has PTAL value of 1b which is a poor level of accessibility. Taking this into account, measures that seek to improve the public transport accessibility and active travel credentials of the site should be a priority in order to deliver a sustainable development in transport terms.

Baseline Transport Data

The Personal Injury Accident (PIA) review is based on the 'Crashmap' database and therefore does not provide sufficient details as to the exact nature of the incidents and possibly does not contain the most current data. The TA concludes the 'the data doesn't suggest that there are any safety issues that need to be taken account of or addressed as part of the proposed new use for the site. LBB cannot verify this based on available data and have requested a more detailed PIA review.

Proposed Development

The development proposes to re-provide the Schools Library Service (SLRS) currently located within Hendon Library to the former Quinta Club. There will be a change of use from community space to F1 use class (learning and non-residential institution). The proposals include a total of 500 sqm GIA change of use with internal and external refurbishment. In addition improvements will be made to the access, parking facilities, landscaping and the provision of a fence / bollards to stop or deter vehicular access to the Quinta Village Green. The site is planned to have a maximum of 5 FTE staff, all expected to access the site using private vehicles.

It is submitted that the bulk of the deliveries for the SLRS currently take place over 12 weeks of the year at the beginning and end of each school half term - this is carried out by a small van. Current figures (Existing Hendon Library): Total of 104 visits by the van each year. Possible future increase of 25% Total of 128 visits by the van each year.

A total of 16 shared car parking spaces and servicing areas are proposed as follows:

- 5 staff spaces
- 4 visitor spaces
- Service area for small van, and
- 7 spaces for public use of the Quinta Village Green

Car Parking

The number of parking spaces has not been justified in terms of policy or existing operations (this applies to the staff, visitor, servicing and the Quinta Village Green uses). The provision of 2 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 demonstrated and conditioned.

The proposed low levels of parking would only be supported by the LB Barnet Transport Team subject to the following:

- Satisfactorily provision of sustainable transport and active travel measures / improvements;
- Implementation of a Travel Plan (to be conditioned);

Cycle Parking

The proposed levels of cycle parking proposed comply with the minimum standards set out within the London Plan. The proposal should provide 15 cycle parking spaces in total, 1 space long stay and 14 short stay.

Details of cycle parking provision / facilities should be in accordance with the London Plan and London Cycle Design Standards. This requirement should be conditioned as part of the planning consent.

General Layout

The vehicle / pedestrian and vehicle / vehicle visibility splays (based on 85th percentile speeds) should be shown on plan to demonstrate that there would be no obstructions to visibility requirements. It is noted that the TA report has recognised this as a safety issue however it is not clear how this is to be adequately addressed.

The site layout plan should be fully dimensioned to help with the review process with swept path analysis provide were appropriate (e.g. servicing areas, carriageway / aisle / access / footway widths, car parking bays etc.).

Clarification is sought as to whether any improvement works / physical changes are proposed to the highway infrastructure as well the need for a s278 agreement.

Clarification is required as to whether any sections of the public highway will be subject to a Stopping Up application or if any sections are to be given up for adoption.

Car Parking Design and Management Plan

A Car Parking Design and Management Plan should be conditioned as part of the planning consent. This would detail how the surrounding car parking supply will be designed / controlled / managed.

Delivery and Servicing Management Plan / Refuse Collection Strategy

Details of servicing, delivery and refuse arrangements for all land uses proposed have not been provided. This may need to be supported by swept path analysis. The swept path analysis should show vehicles being able to successfully pass standing refuse / delivery vehicles at locations that appear to be geometrically constrained. The swept paths of the large delivery vehicles entering / leaving each of the access points should be provided.

All servicing / delivery requirements should be accommodated within the confines of the site as opposed to relying on the public highway.

A Delivery and Servicing Management Plan should be conditioned as part of the planning consent. The maximum size of vehicles anticipated to use the site should be confirmed and controlled via a Delivery and Servicing Management Plan.

Construction

A Construction Logistics Plan (CLP) along with a Construction Worker Travel Plan (CWTP) should be conditioned as part of the planning consent. This should take into account the cumulative impacts of works in the surrounding area.

Proposed Conditions

- A Servicing and Delivery Plan
- A Construction Logistics Plan
- Car Park Management Plan
- Refuse & Recycling Strategy
- EVCP provision to London Plan Standards
- Cycle Parking to London Plan Standards provided on site
- Swept Path analysis
- Prior to commencement of the development the vehicle / pedestrian and vehicle / vehicle visibility splays should be shown on plan to demonstrate that there would be no obstructions to visibility requirements (based on 85th percentile speeds) and that the required safety requirements are met.
- Prior to the commencement of the development, details of any highways to be stopped under Section 247 of the Town and Country Planning Act shall be submitted to and agreed with the Local Planning Authority.

3.6 Landscaping, Trees and biodiversity

The 'sustainable development' imperative of NPPF includes enhancing the natural environment and improving biodiversity. London Plan 2021 states that development proposals, where possible, should make a positive contribution to the protection, enhancement, creation and management of biodiversity. Barnet Local Plan policy DM16 states that when it is considering development proposals the council will seek the retention, enhancement or creation of biodiversity.

The proposed development has been reviewed by the council's Arboriculturalist who has no objections to the scheme. The proposed regeneration of the Quinta club located in the north west corner of a large open sports field will not impact on existing trees located on the western boundary. However details of tree protection measures will need to be provided to prevent harm from construction activities.

Officers also note that an additional 13 trees are proposed to be planted to the front and rear of the site however the specific species would need to be agreed. Therefore it is agreed that the details should be secured through conditions including for example a comprehensive landscape management plan. Furthermore, the applicant has also confirmed that there would be no increase to the area of hardstanding, which is an important consideration and one which can be controlled through the landscaping conditions proposed.

In addition officers also agree that the building and the scheme would benefit from the introduction of a biodiverse green or brown roof. This would not only help improve the biodiversity of the scheme but also help to 'soften' the views of the refurbished building and assist with assimilating the site within the area. The applicant has agreed to this in principle and therefore an appropriate condition will be added.

Ecology

The Council's Ecology Consultants have reviewed the submitted Environmental Ecology Appraisal Report and have raised no objections. Their comments are set out below.

There are two statutory sites within 2km; Totteridge Fields Local Nature Reserve is 1.7km south east of the site and Rowley Green Common LNR is 1.85km north east. We are satisfied that the sites will not be affected by the proposal and that the evidence provided by the applicant is sufficient to address potential impacts and implications on biodiversity receptors.

Bats

The bat report states that 'The open draughty nature of the buildings internal structure means it is highly unsuitable for roosting bats' Therefore, further bat surveys are not required.

Nesting birds

Trees and scrub are likely to contain nesting birds between 1st March and 31st August inclusive. Trees and scrub are present on the application site and are to be assumed to contain nesting birds between the above dates, unless a recent survey has been undertaken by a competent ecologist to assess the nesting bird activity on site during this period and has shown it is absolutely certain that nesting birds are not present.

Badgers and other mammals

Vegetation clearance should be undertaken in a sensitive manner to allow terrestrial mammals to disperse. Any excavations that need to be left overnight should be covered/fitted with mammal ramps to ensure that any animals that enter can safely escape. Any open pipework with an outside diameter of greater than 120 mm must be covered at the end of each workday to prevent animals entering/becoming trapped or ensnared.

Hedges

The hedge to the north of the site should be retained and protected as part of the development in line with The British Standard "Trees in Relation to Design, Demolition and Construction to Construction - Recommendations" (BS 5837) (2012).

Proposed Planning Permission Conditions

Lighting

Please attach a condition on lighting strategy that it must be designed and used to minimise impacts on bats and their insect food. All exterior lighting should follow the guidance of the Bat Conservation Trust. Current (June 2014) advice is at <http://www.bats.org.uk/>. The lighting strategy should be submitted to the LPA for approval.

Biodiversity Enhancement Recommendations

In line with the National Planning Policy Framework (NPPF 2021) in aiming to achieve sustainable development and the obligations on public bodies to conserve and enhance biodiversity as required by the Natural Environment and Rural Communities (NERC) Act 2006 please ensure that the Biodiversity Enhancement Recommendations in Section 5.5 are adhered to and enforced through a suitably worded condition.

Accordingly it is considered that the proposal is acceptable in ecological terms and appropriate details can be secured via conditions.

3.7 Flood Risk / SUDS

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”.

A Drainage Statement prepared and reviewed by the council. The council's drainage team have confirmed that the proposed details are acceptable in principle however further details are required and would therefore be secured via condition.

4. Community Infrastructure Levy (CIL)

The proposed development would not be liable for charge under the Barnet Community Infrastructure Levy (CIL) at a rate of £135 per square metre. As noted in

SPD para 2.2.11, the purpose of Barnet's CIL is to secure capital funding to help address the gap in funding for local infrastructure. The money raised by Barnet's CIL will be used to pay for infrastructure required to mitigate the impact of development across the Borough.

Pursuant to the Table 3: Mayoral CIL Charging Rates of the Mayor's April 2013 SPG 'Use of planning obligations in the funding of Crossrail, and the Mayoral Community Infrastructure Levy', a flat rate charge of £35 applies to all relevant chargeable developments.

5. Equality and Diversity Issues

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

- (a) *eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;*
- (b) *advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;*
- (c) *foster good relations between persons who share a relevant protected characteristic and persons who do not share it.*

For the purposes of this obligation the term "protected characteristic" includes:

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

In considering this application and preparing this report Officers have had regard to the requirements of this section and have concluded that a decision to grant planning permission for this proposed development will comply with the Council's statutory duty under this legislation.

The site is accessible by various modes of transport, including by foot, bicycle, public transport and private car, thus providing a range of transport choices for all users of the site.

The development includes level, step-free pedestrian approaches to buildings to ensure that all occupiers and visitors of the development can move freely in and around the public communal spaces. Lift is also provided to provide step-free access between the ground and the upper levels. Dedicated parking spaces for people with a disability will be provided in convenient locations for both the new use and the public car park.

The Schools Libraries Resource Service (SLRS) is proposed to be relocated to the Quinta Club, which is located circa 6.3 miles away from its current facility in Hendon

Library (or a circa 16-minute drive, depending on traffic). It is a destination use as it will be used specifically by schools and will not be a facility that is generally open to the public. It will provide a far superior facility for the Schools Library Resource Service, who currently operate in cramped conditions in Hendon Library. It will provide larger, fit for purpose accommodation for the SLRS as a designated facility, with better car parking and access for local schools. The accommodation is a Council owned facility and as such will be rent free for the service.

Furthermore the proposal would also provide 7 car parking spaces for public use to access the open space and fields, in addition to the existing public footpath running along the western edge of the site.

Officers conclude that there is no adverse equality impact from this application. The proposals are considered to be in accordance with national, regional and local policy by establishing an inclusive design, providing an environment which is accessible to all. Officers conclude that the proposed development will overall contribute to the objectives of the legislation.

In addition, officers have also considered the proposal in terms of the Human Rights Act 1998 (HRA 1998) and in particular but not only, articles 8 (respect for home and family life) 2 (right to education) and 14 (non discrimination) of the European Convention on Human Rights (ECHR). Officers consider that granting planning for this development proposal would not breach the ECHR or the HRA 1998.

6. Conclusion

Overall, having taken all material considerations into account, it is considered that the proposed development is acceptable and would not be in conflict with the development plan as a whole. There are no material considerations against the proposal which would outweigh the presumption in favour of the grant of planning permission. Indeed, in addition the site forms part of the Hendon Hub Regeneration Project which aims to deliver a number of wider benefits which are material to the consideration of this applications also set out below:

- Maximising the reuse of previously developed land for housing and social infrastructure – as part of the wider regeneration project.
- Optimisation brownfield sites to help deliver a total 565 student units with 50% affordable (equal to 226 conventional housing units towards the council's 5YHLS).
- As part of the wider of regeneration project, significantly enhanced teaching space and ancillary facilities. The University is one of Barnet's largest employers, employing c.1,500 local and London-based staff.
- Re-providing improved community space and allowing for the release of site for redevelopment.
- 100% 'affordable' purpose-built supported accommodation.
- Enhanced landscaping across the whole masterplan area.
- S106 contributions

- Economic effects on local and regional economy during construction and operational use, e.g. job creation, wages etc.
- Community Infrastructure Levy (CIL) contributions to improve local infrastructure – as part of the wider regeneration project.

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the Council to determine any application in accordance with the statutory development plan unless material considerations indicate otherwise. All relevant policies contained within the development plan, as well as other relevant guidance and material considerations, have been carefully considered and taken into account by the Local Planning Authority. It is concluded that the proposed development overall accords with the relevant development plan policies. It is therefore considered that there are material planning considerations which justify the grant of planning permission. Accordingly, **APPROVAL** is recommended subject to conditions as set out in Appendix HR1.

APPENDIX HR1 – 21/4613/FUL

CONDITION(S) and INFORMATIVES

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

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

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

S11_500_01	Site Location Redline Plan
S11_500_02	Proposed Site Plan
S11_500_10	Ground Floor Plan
S11_500_20	Elevations
S11_500_30	Sections
S11_500_50	Existing Ground Floor Plan
S11_500_51	Existing Elevations

PR1-GLH-00-XX-DR-A-000000 P01 Landscape Plan

- Design and Access Statement
- External Lighting Statement
- Land Contamination Assessment
- Transport Assessment
- Fire Statement
- Statement of Community Involvement
- Planning Statement
- Ecology Appraisal Report
- Utility Infrastructure

Reason: For the avoidance of doubt and in the interests of proper planning and so as to ensure that the development is carried out fully in accordance with the plans as assessed in accordance with Policies CS NPPF and CS1 of the Local Plan Core Strategy DPD (adopted September 2012) and Policy DM01 of the Local Plan Development Management Policies DPD (adopted September 2012).

3. a) No development shall take place until details of the levels of the building(s), road(s) and footpath(s) in relation to the adjoining land and highway(s) and any other changes proposed in the levels of the site have been submitted to and approved in writing by the Local Planning Authority.

b) The development shall thereafter be implemented in accordance with the details as approved under this condition and retained as such thereafter.

Reason: To ensure that the development is carried out at suitable levels in relation to the highway and adjoining land having regard to drainage, gradient of access, the safety and amenities of users of the site, the amenities of the area and the health of any trees or vegetation in accordance with policies CS NPPF, CS1, CS5 and CS7 of the Local Plan Core Strategy (adopted September 2012), Policies DM01, DM04 and DM17 of the Development Management Policies DPD (adopted September 2012), and Policies D4, D5, D8 and G7 of the London Plan 2021.

4. a) A scheme of hard and soft landscaping, including details of existing trees to be retained and size, species, planting heights, densities and positions of any soft landscaping, including details of all perimeter fencing, shall be submitted to and agreed in writing by the Local Planning Authority prior to the occupation of the hereby approved development.

b) All work comprised in the approved scheme of landscaping shall be carried out before the end of the first planting and seeding season following occupation of any part of the buildings or completion of the development, whichever is sooner, or commencement of the use.

c) Any existing tree shown to be retained or trees or shrubs to be planted as part of the approved landscaping scheme which are removed, die, become severely damaged or diseased within five years of the completion of development shall be replaced with trees or shrubs of appropriate size and species in the next planting season.

Reason: To ensure a satisfactory appearance to the development in accordance with Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and The London Plan 2021.

5. a) No development shall take place until details of the location, extent and depth of all excavations for services (including but not limited to electricity, gas, water, drainage and telecommunications) in relation to trees on and adjacent to the site have been submitted to and approved in writing by the Local Planning Authority.

b) The development shall thereafter be implemented in accordance with details approved under this condition.

Reason: To safeguard the health of existing tree(s) which represent an important amenity feature in accordance with CS5 and CS7 of the Local Plan Core Strategy (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012) and The London Plan 2021.

6. a) No site works (including any temporary enabling works, site clearance and demolition) or development shall take place until details of temporary tree protection have been submitted to and approved in writing by the Local Planning Authority.

b) No site works (including any temporary enabling works, site clearance and demolition) or development shall take place until the scheme of temporary tree protection as approved under this condition has been erected around existing trees on site. This protection shall

remain in position until after the development works are completed and no material or soil shall be stored within these fenced areas at any time.

Reason: To safeguard the health of existing trees which represent an important amenity feature in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012), Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012) and The London Plan 2021.

7. a) No development other than demolition works shall take place until details of the proposed green or brown roof have been submitted to and approved in writing by the Local Planning Authority.

b) The green or brown roof shall be implemented in accordance with the details approved under this condition prior to the commencement of the use or first occupation of the development and retained as such thereafter. Should part of the approved green roof be removed, die, become severely damaged or diseased within five years of the completion of development, it shall be replaced in accordance with the details approved by this condition.

Reason: To ensure that the proposed development does not prejudice the enjoyment of the occupiers of their homes in accordance with Policies DM04 of the Development Management Policies DPD (adopted September 2012) and Policy G1 Green Infrastructure, G5 Urban Greening Factor, SI 13 Sustainable Drainage of the adopted London Plan 2021.

8. a) Prior to the occupation of the hereby approved development, details of a Landscape and Ecological Management Plan for all landscaped areas for a minimum period of 25 years have been submitted to and approved in writing by the Local Planning Authority.

b) The Landscape and Ecological Management Plan shall include details of long term design objectives, management responsibilities, maintenance schedules and replacement planting provisions for existing retained trees and any new soft landscaping to be planted as part of the approved landscaping scheme.

c) The approved Landscape Management Plan shall be implemented in full in accordance with details approved under this condition.

Reason: To ensure a satisfactory appearance to the development in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012), Policies CS5 and CS7 of the Local Plan Core Strategy (adopted September 2012) and The London Plan 2021.

9. Before the development hereby permitted commences, the applicant shall submit for approval details of measures to improve biodiversity on the site as set out within Preliminary Ecological Appraisal Report August 2021 clause 5.5 Biodiversity Enhancements.

This shall be in accordance with guidance set out within BS42040:2013: Biodiversity – Code of practice for planning and development, and guidance documents provided by the Chartered Institute of Ecology and Environmental Management (CIEEM) and the Royal Town Planning Institute (RTPI) for approval. The development shall be implemented in full accordance with these details.

Reason: Pursuant to section 197 of the Town and Country Planning Act 1990 in accordance with local planning policy DM01. Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012) and Policy G6 and G7 of the London Plan 2021.

10. a) No development or site works shall take place on site until a 'Demolition and Construction Management and Logistics Plan' has been submitted to and approved in writing by the Local Planning Authority. The Demolition and Construction Management and Logistics Plan submitted shall include, but not be limited to, the following:

- 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. Dust Management Plan – to ensure 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.

For major sites, the Statement shall be informed by the findings of the assessment of the air quality impacts of construction and demolition phases of the development.

b) The development shall thereafter be implemented in accordance with the measures detailed within the statement.

Reason: In the interests of highway safety, noise and good air quality in accordance with Policies DM04 and DM17 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and Policies SI 1, SI 7, D14 and T7 of the London Plan 2021.

11. a) No development other than demolition works shall commence on site in connection with the development hereby approved until a report has been carried out by a competent acoustic consultant that assesses the likely noise impacts from the development of all of the external and louvred building plant and substation plant and mitigation measures for the development to reduce these noise impacts to acceptable levels, and has been submitted to and approved in writing by the Local Planning Authority.

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

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

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of neighbouring properties in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2016) and Policies D13 and D14 of the London Plan 2021.

12. The level of noise emitted from all of the external and louvred building 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.

13. a) Notwithstanding the details submitted with the application and otherwise hereby approved, prior to first occupation, details of:

- (i) A Refuse and Recycling Collection Strategy, which includes details of the collection arrangements and whether or not refuse and recycling collections would be carried out by the Council or an alternative service provider;
- (ii) Details of the enclosures, screened facilities and internal areas of the proposed building to be used for the storage of recycling containers, wheeled refuse bins and any other refuse storage containers where applicable; and
- (iii) Plans showing satisfactory points of collection for refuse and recycling, have been submitted to and approved in writing by the Local Planning Authority.

b) The development shall be implemented and the refuse and recycling facilities provided in full accordance with the information approved under this condition before the development is first occupied and the development shall be managed in accordance with the information approved under this condition in perpetuity once occupation of the site has commenced.

Reason: To ensure a satisfactory appearance for the development and satisfactory accessibility; and to protect the amenities of the area in accordance with Policy CS14 of the Local Plan Core Strategy (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012) and the Sustainable Design and Construction SPD (adopted October 2016); and Policies D6 and SI7 of the London Plan 2021.

14. Before the development hereby permitted is occupied a full Delivery and Servicing Plan (DSP) shall be submitted to and agreed by the Local Planning Authority.

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

15.

Prior to first occupation, a Car Parking Management Plan detailing the following shall be submitted to and approved in writing by the Local Planning Authority:

- i. Location and layout of car parking spaces;
- ii. On site parking controls;
- iii. The enforcement of unauthorised parking; and
- iv. Disabled parking spaces (in accordance with London Plan).

The development thereafter shall only be operated in accordance with the approved parking management plan.

Reason: To ensure that parking is provided and managed in line with the council's standards in the interests of highway and pedestrian safety in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012, Policy DM17 of Development Management Policies (Adopted) September 2012 and London Plan Policy T6.

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

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

17. a) Before the development hereby permitted is first occupied cycle parking spaces and cycle storage facilities shall be provided in accordance with London Plan Standards (for all Use Classes) and a scheme to be submitted to and approved in writing by the Local Planning Authority.

b) The development shall thereafter be implemented in accordance with the details as approved under this condition and the spaces shall be permanently retained thereafter.

Reason: To ensure that cycle parking facilities are provided in accordance with the minimum standards set out in Policy T5 and Table 10.2 of The London Plan (2021) and in the interests of promoting cycling as a mode of transport in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

18. a) Prior to the first occupation or commencement of the use of the development hereby permitted, full details of the Electric Vehicle Charging facilities to be installed in the development shall be submitted to the Local Planning Authority and approved in writing.

b) The development shall be implemented in full accordance with the details approved by this condition prior to the first occupation of the development or the commencement of the use and thereafter be maintained as such in perpetuity.

Reason: To ensure that the development makes adequate provision for electric vehicle charging points to encourage the use of electric vehicles in accordance with policy T6 of the London Plan 2021.

19. Prior to commencement of the development dimensions of parking arrangements and swept path analysis shall be submitted to and approved in writing by the Local Planning Authority.

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

20. Prior to commencement of the development the vehicle / pedestrian and vehicle / vehicle visibility splays should be shown on plan to demonstrate that there would be no obstructions to visibility requirements (based on 85th percentile speeds) and that the required safety requirements are met.

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.

21. Prior to commencement of the development, details of any highways to be stopped under Section 247 of the Town and Country Planning Act shall be submitted to and approved in writing by the Local Planning Authority.

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

22. No construction work resulting from the planning permission shall be carried out on the premises at any time on Sundays, Bank or Public Holidays, before 8.00 am or after 1.00 pm on Saturdays, or before 8.00 am or after 6.00pm on other days unless previously approved in writing by the Local Planning Authority.

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

23. a) No development other than demolition work shall take place unless and until a Drainage Strategy detailing all drainage works to be carried out in respect of the development hereby approved and all Sustainable Urban Drainage System features to be

included in the scheme has been submitted to and approved in writing by the Local Planning Authority.

b) The development hereby approved shall not be first occupied or brought into use until the drainage works and Sustainable Urban Drainage System features approved under this condition have been implemented in their entirety.

Reason: To ensure that the development provides appropriate drainage infrastructure and to comply with Policy CS13 of the Local Plan Core Strategy (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and Policies SI 12 and SI 13 of the London Plan 2021.

24. No development shall be occupied until confirmation has been provided that either:- all water network upgrades required to accommodate the additional flows to serve the development have been completed; or - a development and infrastructure phasing plan has been agreed with Thames Water to allow development to be occupied. Where a development and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan.

Reason: The development may lead to no / low water pressure and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development.

25. Prior to the occupation of the site an External Lighting Strategy and Assessment together with full details, specifications and plans of any proposed external lighting to be installed as part of the development shall be submitted and approved in writing to the Local Planning Authority. The development shall be implemented in full accordance with the approved details prior to the first occupation of the relevant part of the development and thereafter be maintained as such.

Reason: To ensure that appropriate lighting is provided as part of the development in accordance with Policies CS NPPF and CS1 of the Local Plan Core Strategy (adopted September 2012), Policy DM01 and DM04 of the Barnet Development Management Policies (adopted) September 2012.

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

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

27. a) Notwithstanding the details shown and submitted in the drawings otherwise hereby approved, the development is not to commence (other than for Demolition, Groundwork's and Site Preparation Works) until details of the materials to be used for the external surfaces, facing materials/render of the building and hard surfaced areas, permitted by this permission shall have been submitted to and approved in writing by the Local Planning Authority.

b) The development shall thereafter be implemented in accordance with the materials as approved under this condition.

Reason: To safeguard the character and visual amenities of the site and Conservation Area and to ensure that the building is constructed in accordance with Policies CS NPPF and CS1 of the Local Plan Core Strategy (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012) and Policy D4 of the London Plan 2021.

28. Notwithstanding the details shown on the plans submitted and otherwise hereby approved, the development shall not be occupied until details are submitted to the Local Planning Authority and approved in writing which specify the details of all boundary treatments to be installed as part of the development, including all gates and bollards at the site vehicular access points.

These details shall include materials, type and siting of all boundary treatments. The development shall be implemented in full accordance with the approved details and specifications and shall be permanently retained as such thereafter.

Reason: To safeguard the privacy and amenities of the future occupiers and in the interests of the appearance of the development, in accordance with policies DM01 and DM02 of the Barnet Local Plan.

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

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

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

30.

No development shall take place until a Local Level Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall be implemented upon commencement of the development and in line with the provisions set out therein.

Reason: To encourage the use of sustainable forms of transport to the site in accordance with policies CS9 of the Barnet Local Plan and The London Plan 2021.

31. The new building and premises shall operate under Use Class F1(a) and for no other purpose, including any other purpose in Class F1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or in any provision equivalent to that

Class in any statutory instrument revoking and re-enacting that Order with or without modification.

Reason: To ensure the development is implemented in accordance with the permission sought and to enable the Local Planning Authority to retain control of the use of the floorspace within the Use Class specified so that occupation of the premises is for community use only and does not prejudice the amenities of future residential occupiers in accordance with policies DM01 and DM13 of the Barnet Local Plan.

32. The approved F1(a) Use Class shall not be used outside of the hours of Monday to Friday 09:00-18:00.

Reason: To protect the amenity of the area in accordance with Policies DM01 and DM04 of the Barnet Development Management Policies (adopted) September 2012.

INFORMATIVES

1. In accordance with paragraphs 38-57 of the NPPF, the Local Planning Authority (LPA) takes a positive and proactive approach to development proposals, focused on solutions. The LPA has produced planning policies and written guidance to assist applicants when submitting applications. These are all available on the Council's website. A pre-application advice service is also offered and the Applicant engaged with this prior to the submissions of this application. The LPA has negotiated with the applicant/agent where necessary during the application process to ensure that the proposed development is in accordance with the Development Plan.

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

The Mayor of London adopted a CIL charge on 1st April 2012 and updated from 1st April 2019 setting a rate of £60 per sq m on all forms of development in Barnet except for education and health developments which are exempt from this charge.

The London Borough of Barnet adopted a CIL charge on 1st May 2013 setting a rate of £135 per sq m on residential and retail development in its area of authority. All other uses and ancillary car parking are exempt from this charge.

Please note that Indexation will be added in line with Regulation 40 of Community Infrastructure Levy.

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

You will be sent a 'Liability Notice' that provides full details of the charge and to whom it has been apportioned for payment. If you wish to identify named parties other than the applicant

for this permission as the liable party for paying this levy, please submit to the Council an 'Assumption of Liability' notice, which is also available from the Planning Portal website.

The CIL becomes payable upon commencement of development. You are required to submit a 'Notice of Commencement' to the Council's CIL Team prior to commencing on site, and failure to provide such information at the due date will incur both surcharges and penalty interest. There are various other charges and surcharges that may apply if you fail to meet other statutory requirements relating to CIL, such requirements will all be set out in the Liability Notice you will receive. You may wish to seek professional planning advice to ensure that you comply fully with the requirements of CIL Regulations.

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

Relief or Exemption from CIL:

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

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

1. Charity: If you are a charity, intend to use the development for social housing or feel that there are exception circumstances affecting your development, you may be eligible for a reduction (partial or entire) in this CIL Liability. Please see the documentation published by the Department for Communities and Local Government at https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6314/19021101.pdf

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

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

Please visit:

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

3. A Planning Obligation under Section 106 of the Town & Country Planning Act 1990 (as amended) relates to this permission.

4. The applicant is advised that any development or conversion which necessitates the removal, changing, or creation of an address or addresses must be officially registered by the Council through the formal 'Street Naming and Numbering' process.

The London Borough of Barnet is the Street Naming and Numbering Authority and is the only organisation that can create or change addresses within its boundaries. Applications

are the responsibility of the developer or householder who wish to have an address created or amended.

Occupiers of properties which have not been formally registered can face a multitude of issues such as problems with deliveries, rejection of banking / insurance applications, problems accessing key council services and most importantly delays in an emergency situation.

Further details and the application form can be downloaded from: <http://www.barnet.gov.uk/naming-and-numbering-applic-form.pdf> or requested from the Street Naming and Numbering Team via street.naming@barnet.gov.uk or by telephoning 0208 359 4500.

5. Applicants and agents are encouraged to sign up to the Considerate Contractors Scheme (www.ccscheme.org.uk) whereby general standards of work are raised and the condition and safety of the Borough's streets and pavements are improved.

6. The submitted Construction Method Statement shall include as a minimum details of:

- o Site hoarding
- o Wheel washing
- o Dust suppression methods and kit to be used
- o Site plan identifying location of site entrance, exit, wheel washing, hoarding, dust suppression, location of water supplies and location of nearest neighbouring receptors. Explain reasoning if not applicable.
- o Confirmation whether a mobile crusher will be used on site and if so, a copy of the permit and indented dates of operation.
- o Confirmation of the following: log book on site for complaints, work in accordance with British Standards BS 5228-1:2009+A1:2014 and best practicable means are employed; clear contact details on hoarding. Standard construction site hours are 8am-6pm Monday - Friday, 8am-1pm Saturday and not at all on Sundays and Bank Holidays. Bonfires are not permitted on site.
- o For major developments only: provide a copy of an asbestos survey; For smaller developments -confirmation that an asbestos survey has been carried out.
- o For major developments only: confirmation that all Non Road Mobile Machinery (NRMM) comply with the Non Road Mobile Machinery (Emission of Gaseous and Particulate Pollutants) Regulations 1999.

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

7. In complying with the contaminated land condition parts 1 and 2, reference should be made at all stages to appropriate current guidance and codes of practice. This would include:

- 1) The Environment Agency CLR & SR Guidance documents (including CLR11 'Model Procedures for the Management of Land Contamination');
- 2) National Planning Policy Framework (2012) / National Planning Practice Guidance (2014);
- 3) BS10175:2011 - Investigation of potentially contaminated sites - Code of Practice;
- 4) Guidance for the safe development of housing on land affected by contamination, (2008) by NHBC, the EA and CIEH;
- 5) CIRIA report C665 - Assessing risks posed by hazardous ground gases to buildings;

6) CIRIA report C733 - Asbestos in soil and made ground: a guide to understanding and managing risks.

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

8. The applicant is advised that written schemes of investigation will need to be prepared and implemented by a suitably qualified archaeological practice in accordance with Historic England Greater London Archaeology guidelines. They must be approved by the Local Planning Authority before any on-site development related activity occurs.

9. Demolition should be carried out by an approved contractor and residents notified at least seven days before commencement.

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

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

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

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

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

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

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

11. A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing

trade.effluent@thameswater.co.uk. Application forms should be completed online via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.

12. Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. There may be a legal interest (easements and other rights) in the land that restrict activity in proximity to Cadent assets in private land. The applicant must ensure that the proposed works do not infringe on legal rights of access and or restrictive covenants that exist.

If buildings or structures are proposed directly above the apparatus the development may only take place following diversion of the apparatus. The applicant should apply online to have apparatus diverted in advance of any works, by visiting cadentgas.com/diversions.

Prior to carrying out works, including the construction of access points, please register on www.linesearchbeforeudig.co.uk to submit details of the planned works for review, ensuring requirements are adhered to.

13. Tree and shrub species selected for landscaping planting should provide long term resilience to pest, diseases and climate change. The diverse range of species and variety will help prevent rapid spread of any disease. In addition to this, all trees, shrubs and herbaceous plants must adhere to basic bio-security measures to prevent accidental release of pest and diseases and must follow the guidelines below.

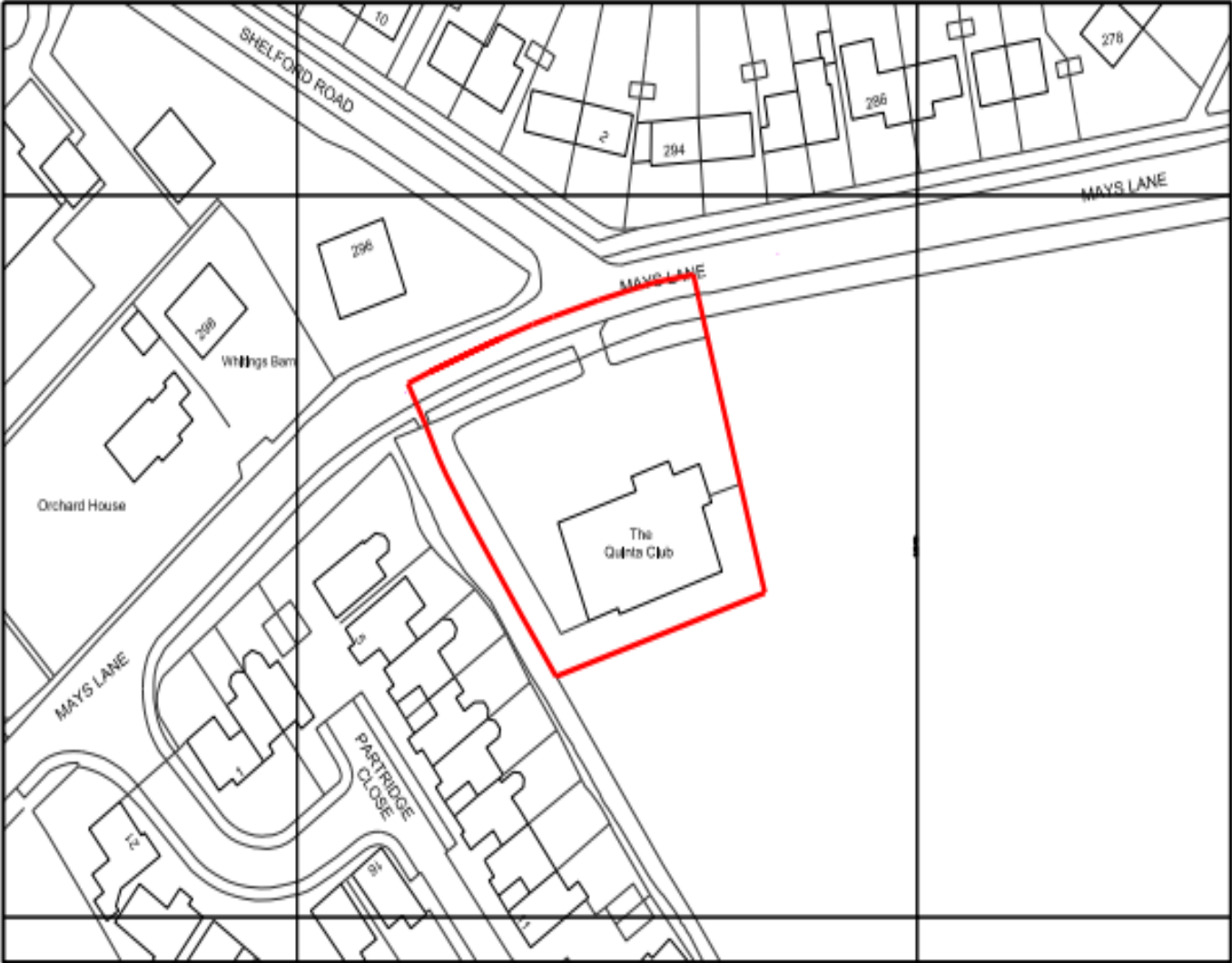
"An overarching recommendation is to follow BS 8545: Trees: From Nursery to independence in the Landscape. Recommendations and that in the interest of Bio-security, trees should not be imported directly from European suppliers and planted straight into the field, but spend a full growing season in a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

14. The Air Quality Stage 4 Review and Assessment for the London Borough of Barnet has highlighted that this area currently experiences or is likely to experience exceedances of Government set health-based air quality standards. A list of possible options for mitigating poor air quality is as follows: 1) Use of passive or active air conditioning; 2) Use of acoustic ventilators; 3) Altering lay out so habitable rooms are sited away from source of poor air quality; 4) Non residential usage of lower floors; 5) Altering footprint by siting further away from source of poor air quality.

For developments that require an Air Quality report; the report should have regard to the air quality predictions and monitoring results from the Stage Four of the Authority's Review and Assessment available from the LPA web site and the London Air Quality Network. The report should be written in accordance with the following guidance: 1) Environmental Protection UK Guidance: Development Control: Planning for Air Quality (2010); 2) Environment Act 1995 Air Quality Regulations; 3) Local Air Quality Management Technical Guidance LAQM.TG(09); 4) London Councils Air Quality and Planning Guidance (2007).

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

SITE LOCATION PLAN – Reference: 21/4613/FUL



LOCATION: Land at Car Park, Fuller Street, Barnet NW4

REFERENCE: 21/4612/FUL

Received:

23 August 2021

Accepted:

16 September 2021

Expiry:

11 November 2021

AGENDA ITEM 10

WARD: Hendon

CASE OFFICER: Hardeep Ryatt

APPLICANT: London Borough of Barnet

PROPOSAL: Erection of a 2 storey building over existing public car park for occupation by the People's Dispensary for Sick Animals (relocated from Meritage Centre Site) and provision of 10 (ten) car parking spaces, plus alteration to access and landscaping

RECOMMENDATION 1:

That the applicant and any other person having a requisite interest in the site be invited to enter into an agreement or unilateral undertaking under Section 106 of the Town and Country Planning Act 1990 and any other legislation which is considered necessary for the purposes of securing the following planning obligations, subject to any changes as considered necessary by the Service Director or Head of Development Management:

1. Legal Professional Costs Recovery
Paying the council's legal and professional costs of preparing the Agreement and any other enabling agreements;
2. Enforceability
All obligations listed below 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. Control Parking Zone (CPZ)
Financial contribution towards Local CPZ monitoring, consultation and implementation, final sum to be agreed.
5. Monitoring Fee
A contribution of £5,000 towards the monitoring of the S106 agreement.

RECOMMENDATION 2:

That subject to Recommendation 1 and upon completion of the agreement specified, the Service Director of Planning and Building Control or Head of Development Management to approve the planning application reference 21/4612/FUL under delegated powers, subject to the conditions as set out within this report.

That the Committee also grants delegated authority to the Service Director of Planning and Building Control or the Head of Development Management 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).

CONDITION(S) and INFORMATIVES

Please refer to Appendix HR1 at the end of this report for the full list of proposed Conditions and Informatives.

1. MATERIAL CONSIDERATIONS

1.1 Key Relevant Planning Policy

Introduction

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

The development proposals have been carefully considered against the relevant policy criteria and, for the reasons set out in this report, it is concluded that the development would fulfil them to a satisfactory level, subject to the conditions and planning obligations recommended. The proposed development is therefore considered to comply with the requirements of the development plan.

National Planning Policy Framework (2021)

This document replaces the previous version of the National Planning Policy Framework (NPPF) published in February 2019. The NPPF sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced.

The NPPF states at Para 126, "The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities."

In addition the NPPF retains a "presumption in favour of sustainable development", unless any adverse impacts of a development would "significantly and demonstrably" outweigh the benefits.

The London Plan 2021

The new London Plan which sets out the Mayor's overarching strategic planning framework for the next 20 to 25 years was adopted on the 2nd March 2021 and now supersedes the previous Plan (2016).

The new London Plan policies (arranged by chapter) most relevant though not exclusive to the determination of this application are:

Chapter 1

GG1 Building strong and inclusive communities
GG2 Making the best use of land
GG3 Creating a healthy city
GG4 Delivering the homes Londoners need
GG5 Growing a good economy
GG6 Increasing efficiency and resilience

Chapter 3

Policy D1 London's form, character and capacity for growth
Policy D2 Infrastructure requirements for sustainable densities
Policy D3 Optimising site capacity through the design-led approach
Policy D4 Delivering good design
Policy D5 Inclusive design
Policy D6 Housing quality and standards
Policy D7 Accessible housing
Policy D8 Public realm
Policy D11 Safety, Security and resilience to emergency
Policy D12 Fire safety
Policy D14 Noise

Chapter 5

Policy S1 Developing London's social infrastructure
Policy S2 Health and social care facilities

Chapter 6

Policy E2 Providing suitable business space
Policy E11 Skills and opportunities for all

Chapter 8

Policy G1 Green infrastructure
Policy G5 Urban greening
Policy G6 Biodiversity and access to nature
Policy G7 Trees and woodlands

Chapter 9

Policy SI 1 Improving air quality
Policy SI 2 Minimising greenhouse gas emissions
Policy SI 3 Energy infrastructure
Policy SI 4 Managing heat risk
Policy SI 5 Water infrastructure
Policy SI 7 Reducing waste and supporting the circular economy
Policy SI 8 Waste capacity and net waste self-sufficiency
Policy SI 12 Flood risk management
Policy SI 13 Sustainable drainage

Chapter 10

Policy T1 Strategic approach to transport
Policy T2 Healthy Streets
Policy T3 Transport capacity, connectivity and safeguarding
Policy T4 Assessing and mitigating transport impacts
Policy T5 Cycling
Policy T6 Car parking
Policy T6.2 Office Parking
Policy T6.5 Non-residential disabled persons parking
Policy T7 Deliveries, servicing and construction
Policy T9 Funding transport infrastructure through planning

Chapter 11

Policy DF1 Delivery of the Plan and Planning Obligations

Barnet Local Plan

The development plan documents in the Barnet Local Plan constitute the development plan in terms of local planning policy for the purposes of the Planning and Compulsory Purchase Act (2004). The relevant documents comprise the Core Strategy and Development Management Policies documents, which were both adopted in September 2012. The Development Management Policies document provides the borough wide planning policies that implement the Core Strategy. These policies will be used for day-to-day decision making.

Although other policies are of relevance, the Local Plan development plan policies of most relevance to the determination of this application are:

Core Strategy (Adopted 2012):

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

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

CS10 (Enabling inclusive and integrated community facilities and uses)

CS11 (Improving health and well-being in Barnet)

CS12 (Making Barnet a safer place)

CS13 (Ensuring efficient use of natural resources)

CS14 (Dealing with our waste)

CS15 (Delivering the Core Strategy)

Development Management Policies (Adopted 2012):

DM01 (Protecting Barnet's character and amenity)
DM02 (Development standards)
DM03 (Accessibility and inclusive design)
DM04 (Environmental considerations for development)
DM13 (Community and education uses)
DM14 (New and existing employment space)
DM16 (Biodiversity)
DM17 (Travel impact and parking standards)

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

Local Supplementary Planning Documents:

Planning Obligations (April 2013)
Residential Design Guidance (April 2013)
Sustainable Design and Construction (April 2013)
Delivery Skills, Employment, Enterprise and Training from Development through S106 (October 2014)

* The Burroughs and Middlesex University Supplementary Planning Document (SPD) has not yet been formally adopted. The Council has been advised by leading and junior counsel that although not adopted, the draft SPD nonetheless may be regarded as a material consideration. The Council has also been advised that the weight to be given to any material consideration is a matter of planning judgement. The draft SPD is yet to be formally adopted. The Chief Executive has also been delegated 'to make any necessary minor changes to the SPD in consultation with the Chairman of the Committee before its final publication'. That process has yet to be undertaken. The draft SPD is also supplementary to proposed policies in the emerging plan (Barnet's Draft Local Plan) some of which are subject to objection and all of which have yet to be subject to independent examination by an inspector at an examination in public. In addition, the draft SPD is currently subject to an application for judicial review. The Council is robustly defending its position and hopes to be successful in those proceedings. However, if the judicial review application were to be successful and if the Council had relied on the draft SPD in the determination in favour of the grant of this application there would be a possible risk that it might be regarded as having contaminated the lawfulness of its decision to grant planning permission. That risk however small can be avoided if the draft SPD is not given any weight. Accordingly, having regard to all of these factors, officers have exercised their planning judgement and have not given the draft SPD any weight in the determination of this application.

As explained above, the SPD has been given no weight in the consideration of this application. As such, the outcome of those judicial review proceedings will not affect any of the conclusions set out in this report.

Mayoral Supplementary Planning Documents and Guidance:

Barnet Housing Strategy 2015-2025
Accessible London: Achieving an Inclusive Environment (April 2004)

Sustainable Design and Construction (May 2006)
 Wheelchair Accessible Housing (September 2007)
 Planning for Equality and Diversity in London (October 2007)
 Shaping Neighbourhoods: Play and Informal Recreation (September 2012)
 All London Green Grid (March 2012)
 Housing (March 2016)
 Affordable Housing and Viability (August 2017)
 The Control of Dust and Emissions during Construction and Demolition (July 2014)
 Mayor's Transport Strategy (2018)

Barnet's Local Plan (Reg 22) 2021

Barnet's Draft Local Plan on 26th November 2021 was submitted to the Planning Inspectorate for independent examination which will be carried out on behalf of the Secretary of State for the Department of Levelling Up, Housing and Communities. This is in accordance with Regulation 22 of the Town and Country Planning (Local Planning) (England) Regulations 2021 (as amended).

The Regulation 22 Local Plan sets out the Council's draft planning policy framework together with draft development proposals for 65 sites. 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 has been taken of the policies and site proposals in the draft Local Plan, limited weight has been given to the draft Local Plan in the determination of this application (see further below).

The sites identified in the Reg 22 Local Plan Schedule of Proposals and which remain relevant to the Hendon Hub regeneration project and the current set of planning applications are tabled below. This application site is no.41:

Site No.	Site Address	Indicative Units
35	Egerton Gardens Car Park, The Burroughs	23 (69 student)
36	Fenella, The Burroughs	60 (180 student)
38	Ravensfield House, The Burroughs	84 (252 student)
40	Meritage Centre, Hendon	36 (108 student)
41	PDSA and Fuller St Car Park, Hendon	12 (36 student)

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.

Environmental Impact Assessment Regulations (2017)

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

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

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

The Regulations apply to two separate lists of development project. Schedule 1 development for which the carrying out of an Environmental Impact Assessment (EIA) is mandatory and Schedule 2 development which require the carrying out of an EIA if the particular project is considered likely to give rise to significant effects on the environment. The proposed development does not fall within Schedule 1 of the regulations.

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

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

Given the nature and scale of the development, it was common ground with the applicant that the application would need to be accompanied by an ES in line with the Regulations.

An EIA Scoping Report was submitted to the London Borough of Barnet (LBB) as the relevant local planning authority (LPA) by GL Hearn on behalf of the London Borough of Barnet (LBB) as the 'Applicant'. The Report requested an EIA Scoping Opinion (under Section 13 of the Regulations) in respect of information required to be submitted in support of planning application(s) for the redevelopment of a number of sites within the Hendon area.

These would come forward as separate planning applications, however given the proximity and interconnection of these sites, for the purposes of EIA Regulations, they collectively are considered to constitute a single development known as the 'Hendon Hub'. The Local Planning Authority subsequently issued a Scoping Opinion in May 2021 confirming that the proposed scope of the ES was acceptable.

In consideration of the policy and guidance the Hendon Hub Project comprises a series of separate sites, the SR considered it was not necessary for each site to fall within the consideration and assessment of the EIA. This would enable the EIA to focus on the sites and proposals that are considered likely to give rise to significant environmental effects given the size of the site and the scale and nature of the proposals for the site. Accordingly, the Scoping Opinion confirmed that some of the smaller sites could be scoped out of the EIA. This site is one of those sites which was scoped out.

This site was scoped out of the EIA, nonetheless a precautionary approach was taken in the ES and it was included within the cumulative assessment. The cumulative assessment concluded that there would be no residual significant environmental effects. This conclusion supports the original assessments undertaken and detailed in the Scoping Report, namely that owing to the very limited size of the site and the nature of the proposal, the site would not give rise to significant environmental effects when considered individually, together with all elements of the Proposed Development, or cumulatively.

2. PLANNING CONSIDERATIONS

2.1 Background & Site Context

The Hendon Hub Project consists of 7 separate sites which will see proposals for development, refurbishment and landscaping focused primarily in and around The Burroughs area in Hendon. The sites are principally focused around the civic centre of Hendon, running along the west and east sides of The Burroughs from Watford Way in the south to Church Road in the north.

The Burroughs (A504) is a major road that connects the A41 (Watford Way) through to Finchley in the north east. At the southern end of The Burroughs is the Burroughs Conservation Area. This broadly extends from Watford Way in the south to St Josephs Grove in the north in linear form.

To the north of St Josephs Grove is the civic core to Hendon, characterised by larger civic buildings which include Hendon Town Hall, Hendon Library on the western side of The Burroughs and Middlesex University Buildings to the east. There are also several listed buildings in this area, the Town Hall, Public Library, and Fire Station.

To the north of The Burroughs is Church Road. This area is the southern extent of the Hendon Church End Conservation Area. Hendon Church End is a linear development, with St Mary's Parish Church at its heart, and links Church Road to the south with Watford Way to the west.

The Hendon Hub Project led by Barnet Council as applicant, is a significant Regeneration Project that would integrate new academic, community, retail and civic spaces along The Burroughs and other nearby sites to enhance and lift this important area of Hendon.

The 7 planning applications which have been submitted and form the Hendon Hub project are:

21/4709/FUL – Ravensfield & Fenella (R&F)

Three new buildings providing a mix of student accommodation, affordable housing, new teaching and student facilities, with community and retail uses at street level. There will also be two important new civic buildings; the relocated Hendon Library and the new Arts and Creative Industries (ACI) facility.

21/4722/FUL – Meritage Centre (MC)

Redevelopment which will deliver new student accommodation, a healthcare-based community use and new shared accommodation for young adults.

21/4723/FUL & 21/4724/LBC – Building 9/Hendon Library (B9)
New grade A teaching Facility for Middlesex University.

21/4612/FUL – *Fuller Street (FS) (this application report)*
New building to house the re-located PDSA (Pet Hospital).

21/4613/FUL – Former Quinta Club
Change of use and refurbishment of the existing building for the relocation of Schools Libraries Resource Service (SLRS)

*21/5054/FUL – Linear Woodland**
Landscaping proposals including the installation of wayfinding signage, new lighting, improvements to the existing public footpath and creation of a new public footpath.
* - This application has been formally withdrawn as requested by the applicant.

21/5061/FUL – Land @ Prince of Wales Estate
Provision of car parking and creation of informal play areas and landscaping works.

Hendon Hub Masterplan:



2.2 Site Description

The land to which this proposal relates lies entirely within the London Borough of Barnet. The Fuller Street Car Park is approximately 0.19ha in size located at the corner of Fuller Street and Sunningfields Road surrounded by two storey residential properties. The site contains a substation and has a large area of soft landscaping with a number of trees on the southern edge fronting onto Fuller Street. Immediately to the north is the public footpath which runs east to west from Sunny Gardens Road through to Church End. St Mary's and St John's CE School is diagonally opposite to the north west.

The site is located within Flood Zone 1 and does not contain any locally or statutorily listed buildings nor does it fall within a designated conservation area.

The site is currently used as a car park which has 31 spaces with the access at the junction with Sunningfields Road in the north west corner of the site. The site benefits from a Public Transport Accessibility Level (PTAL) rating of 4 (Good) and located 1.2 km from Hendon Central London Underground Station.

2.3 Proposed Development

This application seeks planning permission for the erection of a 2 storey building over the existing car park for the occupation by the People's Dispensary for Sick Animals (PDSA). 10 car parking spaces would be provided along with alterations to the access and landscaping.

The new linear building would be sited along the northern edge of the site with the flank elevations facing east and west. The 10 car parking spaces would be located to the south of the new building within the existing hardstanding area. The existing sub-station and all the trees on site would remain with additional planting and landscaping proposed.

By way of further background information:

The PDSA offer a range of different services to household pets. The support they can provide eligible owners will depend on what benefits the owners are receiving and where they live. Their pet hospitals provide free and low cost veterinary treatments and medications for eligible pet owners. The PDSA state, that if the pet owner lives within the postcode catchment area of one of their pet hospitals, and they are receiving benefits, they should qualify for treatments and help with the cost of prescribed medications. Pet Hospitals treat cats, dogs, rabbits and other small pets described as 'small furrries'.

[This information was taken from the PDSA's website, the link is <https://www.pdsa.org.uk/pet-help-and-advice/our-services>]

Land Use

The existing PDSA site is located at 2-4 Church Terrace, less than 150m directly to the west and within the Meritage Centre site, which forms part of the wider Hendon Hub regeneration project. This new modern purpose built building for the PDSA would provide a total GIA of 510 sqm an uplift of 283 sqm. However this proposal would also provide a significant uplift in not only the quantum of floor space but also quality. The applicant has confirmed this approach has been agreed with the PDSA, an important local charity, to improve and enhance their range of services for the local community.

The existing 31 car parking spaces would be relocated and fully re-provided within the Fuller Street and Prince of Wales Estate directly to the south as part of a coordinated strategy of re-provision and enhancement. This is being proposed along with public realm improvements and submitted under planning application 21/5061/FUL.

These applications including this submission confirm that there would be an overall net increase of community use (and teaching) floorspace provided by the Hendon Hub Regeneration project.

2.4 Relevant Planning History

There is no strategic planning history relevant to the application site other than the formal scoping opinion:

Reference: 21/2885/ESC

Address: Hendon Hub In And Around The Burroughs, Church Road And Church End
Hendon London NW4

Decision: Statement Scope Acceptable

Decision Date: 16 July 2021

Description: Environmental impact assessment scoping opinion

From the search of council records, there are no other applications considered to be directly relevant to this application.

2.5 Pre-application Consultation by the Applicant

A Public Consultation Report has been submitted with the planning application, prepared by GL Hearn, which outlines the public consultations which the applicant's agent has carried out prior to the submission of the application.

The report details for example:

- 14-week non-statutory public consultation period ran from 27 February 2021 to 7 June 2021, with the aim to obtain feedback from local residents and stakeholders.
- A project website was set-up (www.hendonhub.co.uk) to allow people to find out more about the consultation and feedback via the online survey.
- A total of eight online presentations were held via Zoom and an additional four in-person events were held at the Scholars Courtyard at Middlesex University during the week commencing 17 May 2021.
- Leaflets were delivered to over 13,000 addresses (including residential and business addresses) in the Hendon and West Hendon wards.
- At the same time the leaflets were distributed, press releases were issued to local news media.
- The applicant (LBB) promoted the project and consultation events through its own social media channels, including its corporate Facebook and Twitter accounts.
- The University has also been undertaking its own local engagement in parallel to the work being carried out by the applicant's project team.
- The Barnet Libraries team also undertook its own consultation exercise in parallel to the main consultation.

2.6 Public Consultations

As part of the consultation exercise, 563 letters were sent to neighbouring properties and residents. In addition the application was advertised in the local press and site notices were posted. At the time of preparing this report a total of 171 letters of objection were received.

2.6.1 Public Objections:

The letters of objection received relating to this application and site are summarised as follows:

- Considerable opposition to these developments by residents, so should be refused.
- Sites are not brownfield or unused sites.
- Hendon Masterplan with its 8 applications is a development proposal that is not supported by a formally adopted SPD nor the new Local Plan (currently at Reg 19 Stage).
- Application must be judged against the adopted 2012 Local Plan and existing policies.
- The area is being overtaken by the University, overcrowding and overdevelopment.
- Insufficient demand for this student accommodation.
- No need to move the PDSA, if this is not built then no need for the car parking spaces at the alternative site.
- Building would be too high and would have a negative impact, loss of privacy for surrounding properties.
- This will result in overcrowding, increased noise, littering, antisocial behaviour, crowded pavements, more traffic and congestion.
- The site has been used as a local domestic car parking for residential & visitors parking for well over 45 years.

2.6.2 Neighbouring/Residents Associations & Local Amenity Groups:

The Burroughs Residents Association:

The Burroughs and Middlesex University Supplementary Planning Document (SPD) which sets out the development principles that guide and shape the Hendon Hub regeneration; the “Blueprint” for the whole development has not yet been formally adopted, according to Barnet Council.

Moreover, a Judicial Review has been submitted on the grounds that the SPD cannot be lawfully adopted in advance of the adoption of the local plan. Therefore, no weight should be placed on the SPD.

Building Communities

GG1A of the London Plan was not properly considered or complied with when creating the Hendon Hub scheme. It took at least 2-3 years for the community to be meaningfully engaged in the plans and at that stage the process moved very quickly and was not sufficiently meaningful. Just 36 hours after The Burroughs and Middlesex University SPD Consultation ended, Hendon residents received paperwork for the Hendon Hub Consultation. Therefore, no SPD feedback from the public was considered when Barnet Council created the draft Hendon Hub scheme. Additionally, the Leader of the Council made it clear in correspondence to residents from January 2021 that he was already fully behind the proposals.

Despite 88% of residents who responded to the Hendon Hub consultation opposing it (Barnet Council's figures) the plans were still approved.

Moving the PDSA into Fuller Street would make the manoeuvring of cars harder, creating more highway and pedestrian risk. Fuller Street has parking bays and yellow lines on both sides of the road, effectively making this a one lane thoroughfare. It is also narrow and curved. It will cause major congestion on Fuller Street, around school times, as the car park is used for collecting and dropping off the kids, the flow of traffic will only get worse.

The PDSA would be too high. This would have a visual impact on neighbouring residents and a loss of privacy for the properties by the PDSA, particularly nos. 10,12 Fuller Street, 16,18 Sunningfields Road and other neighbouring gardens. 31- 37 Fuller Street between Block 3 of the Meritage Site and the new PDSA would be horribly affected by the new builds. They will be hemmed in by huge buildings in the midst of an urban jungle. This will result in adverse impact upon residential amenity in terms of overbearing impact, overlooking, loss of privacy and impact on right to private enjoyment of property. Clearly, paragraph 130 from the NPPF, Section C1, I1, I2 and B2 from the National Design Guide, and Section 1 and Section 6 from the Building for Life guidance will be contradicted. Similarly, Policy CS5 from the Barnet Local Plan Core Strategies document and DM01 from the Barnet Local Plan Development Management Plan will also be contradicted.

Fuller street car park has always flooded when it rains. The 10 spaces for the PDSA staff is where it currently floods. This has never been resolved despite years of complaints to Barnet Council.

Much of the ground in this area is clay. Clay is sensitive to moisture which means it will expand and contract with the weather which causes shifting foundations, cracks, leaks and warped walls. The site is not very well drained and prone to flooding due to soil subtype. More intensive works to lay deeper foundations may cause issues for buildings nearby - who will be responsible for any damages to foundations and walls caused by buildings works?

The site has been used as a local domestic car parking for residential & visitors parking for well over 45 years. This proposed new commercial development inside a residential environment would cause a harmful level of pollution, noise, nuisance and dust. The site will be busy during the day whereas Fuller Street car park is normally busy at school run times and evening and morning peak hours when residents leave or return. The homes on Fuller St and POW estate will also be subject to increased comings and goings as the PDSA's location is moved nearer to them whereas it is contained in its existing location.

Fuller Street car park is also convenient for elderly residents and families with young children who do not have to walk the extra distance from the re-provided spaces at Prince of Wales car park. This is particularly important when the weather is inclement or during dark winter evenings. Re-providing the car park spaces in another location is not the solution the community wants.

The PDSA new build is a 2-storey rectangular building with a high pitched roof. It will overshadow the alleyway between Sunningfields Road and Sunny Gardens Rd and create a tunnelling effect whereas it is an open-air carpark now.

There is potential to increase the footprint and height of this new building if it is approved.

If the PDSA is moved here, the new parking area is set to be near the play area for children.

This move is clearly for the benefit of the University expansion. To present it as for the local community is totally incorrect. Again, the pre-application suggestions to ask the University to expand modestly on its own footprint has been ignored. To present it also as a solution for the displacement from its existing site on Church Terrace is also unacceptable. It is not a good solution because it causes issues for other residents.

The PDSA should be redeveloped on its current site, they have got the land and space available; it will have minimum impact on neighbours, as it is already there. It is a totally unnecessary relocation.

Move of PDSA from a site yards away will contribute to the climate change crisis. Reusable buildings must not be demolished. It can be renovated on its present site if necessary.

With all the above in mind, I urge Barnet Council to reconsider their current Hendon Hub proposals and instead create a plan that is equally beneficial to both Hendon residents and Middlesex University.

Officer Comment

All of the above representations have been taken into account and are considered within the relevant sections of this report and which form part of the assessment set out below.

Vivian Avenue Residents Group:

As a group of residents living in Vivian Avenue & surrounding roads, we are aghast that Hendon Hub plans were NOT notified to our households. Many of us use the civic centre, Library, churches & Church End area as well as Brent St.

The consultation area is very limited for such huge proposals that will change the way Hendon will look, feel & function for the future.

We strongly object to the proposals to move the PDSA to Fuller Street. The original proposal to move PDSA to Osidge Lane was aborted because the residents there needed their car park. We ask that the same courtesy be given to residents who use

Fuller St carpark. The re-provision of spaces to POW is not the best solution as it brings another set of issues to POW residents.

The building proposed takes up a large area of the car park, overlooks several properties & their gardens & makes the alleyway between the carpark & Sunnyfields Road darker & enclosed, decreasing natural surveillance.

The carpark is also regularly flooded and there are real worries that construction works for the bigger build may cause damage to nearby houses. Who is responsible for reparation?

The PDSA should remain where it is, even if it needs refurbishing or extensions. On its present site it can operate with less disruption to neighbours.

Again, this application, like the others in the Hendon Hub Masterplan, is for the sole benefit of MDX expansion. To laud it as a 'direct benefit' to the community is laughable when the only reason the PDSA has to set up in Fuller Street Car Park is so that a massive 102 unit student block can be built on its current site.

Our residents would like the PDSA to remain in Hendon & we do not think it is practical to move it just yards away, deeper into a residential area and cause parking issues for residents. That area is already congested with many users.

Officer Comment

Vivian Avenue is located some distance away from the application site beyond the consultation radius of the planning application. Nevertheless these representations have been taken into account and are considered within the relevant sections of this report and which form part of the assessment set out below.

The Barnet Society:

No comments received.

2.7 Responses from External Consultees

Transport for London (TfL)

No objections.

Thames Water

No objections.

Waste Comments:

We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any

discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.

With regard to SURFACE WATER drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Management of surface water from new developments should follow Policy SI 13 Sustainable drainage of the London Plan 2021. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website. <https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewater-services>.

There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>.

Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.

Thames Water would advise that with regard to WASTE WATER NETWORK and SEWAGE TREATMENT WORKS infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.

Water Comments:

If you are planning on using mains water for construction purposes, it's important you let Thames Water know before you start using it, to avoid potential fines for improper usage. More information and how to apply can be found online at thameswater.co.uk/buildingwater.

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. Thames Water recommends the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

Affinity Water

No objection/comments to make on this application

Historic England – GLAAS

No objection – recommended Archaeological Condition:

No demolition or development shall take place until a written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, which shall include the statement of significance and research objectives, and

- A. The programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works
- B. Where appropriate, details of a programme for delivering related positive public benefits
- C. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI

Reason: This pre-commencement condition is necessary to safeguard the archaeological interest on this site. Approval of the WSI before works begin on site provides clarity on what investigations are required, and their timing in relation to the development programme. If the applicant does not agree to this pre-commencement condition please let us know their reasons and any alternatives suggested. Without this pre-commencement condition being imposed the application should be refused as it would not comply with NPPF paragraph 205.

Informative:

The written scheme of investigation will need to be prepared and implemented by a suitably qualified professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.

The archaeological work should include:

Watching Brief

A watching brief involves the proactive engagement with the development groundworks to permit investigation and recording of features of archaeological interest which are revealed. A suitable working method with contingency arrangements for significant discoveries will need to be agreed. The outcome will be a report and archive.

Officer Comment

These comments are duly noted and the requested condition and informatives shall be added.

MET Police – Secured by Design

No objections.

This proposal relates to the relocation of the existing PDSA animal hospital to a plot within Fuller Street, currently operating as a residential car park.

Again, it is positive that the applicant has incorporated a section within their DAS relating to 'design out crime' for the proposal. As the applicant has stated, a meeting took place to discuss the early design of the scheme and this led to a subsequent re-design of some of the elements of this proposal. It is important to ensure that this building can meet Secured by Design compliance, due to levels of crime within the ward and borough, especially considering that there may be high value assets to protect within this building, along with any medicines, vulnerable animals in residence and so on.

With this type of facility, it will be possible to provide ongoing guidance and assistance for Secured by Design (SBD) purposes in respect of these buildings (current SBD guide – Commercial 2015). With crime statistics and levels of burglary within the borough, achieving SBD for these buildings should greatly assist in being able to deter and reduce crime and disorder in this area. As alluded to within the DAS, specific guidance relating to security rated products can be provided in due course and it does appear possible for it to achieve SBD accreditation. I would respectfully request that this is considered as a formal planning condition upon any approval of this proposal.

It is recommended that the proposed cycle stands are not covered within this site. Covering these will reduce the natural surveillance afforded to these stands but can also provide an ad-hoc seating area with shelter for those wishing to misuse this area (loiter, street-drink etc), outside of the operating hours of this facility, when legitimate activity and surveillance has diminished.

It is also important to ensure that the refuse store does not provide an opportunity for a person to climb onto the adjoining single-storey roof of the building and potentially access any other more vulnerable areas. It is important that the refuse store is also locked and secure in case of any clinical waste that is disposed in this area, that could either remain hazardous or become an area targeted by those wishing to obtain these items such as syringes and so on.

Officer Comment

These comments are duly noted and details can be secured by condition.

Highways England

National Highways raises no objection.

2.8 Responses from Internal Consultees

Ecology

No objections, the proposed development has been reviewed and is considered acceptable subject to a number of standard conditions and informatives, which will be included. The detailed comments are set out in the relevant section of this report.

Environmental Health

No objections. The proposed development has been reviewed in regard to noise, air quality, overheating, contaminated land and is considered acceptable subject to a number of conditions and informatives, which will be included.

Arboriculturalist

No objections. Recommend a number of conditions relating to:

- Levels
- Hard & Soft landscaping
- Excavation for services
- Pre-commencement, Tree protection
- Landscape management

Policy

No objections.

Planning Documents considered in assessing the applications

- NPPF
- The London Plan 2021
- The Barnet Core Strategy
- The Barnet Development Management Policies

See comments on the SPD at 1.1 above.

Community use

The PDSA is an established use in the area and the re-provision of the use on this site would assist in satisfying the requirements of Local Plan policy, ensuring continued access to a much needed service for the wider community of North London. The existing PDSA building has a Gross Internal Area of 226.98sqm the proposed new building would increase this to 510sqm.

Design

Comments should be sought from the Heritage and Conservation Officers and the Design Officer especially in regard to agreeing materials and lighting.

Energy

It is expected that the new building will result in a modern energy efficient building.

Urban Greening / Biodiversity

London Plan Policy G5 requires that predominately commercial development (i.e. development that is not predominately residential) should achieve an Urban Greening Factor of 0.3 this site is currently projected to achieve 0.347818. Where new planting is planned and if planted SuDS are being provided it is preferable to use species which will benefit the local wildlife and enhance habitats additionally bird boxes on the building are also encouraged where possible. The Ecological Appraisal Report concluded that the proposed landscaping would result in a Biodiversity Net Gain increase of 57.09% net gain. The report also recommended that by including the recommended biodiversity enhancements listed in Section 5.5 of the report that this would further increase the site's suitability for a range of faunal species including protected species such as birds, bats and invertebrates. It is recommended that these enhancements are provided onsite to meet the requirements of London Plan Policy G6, Local Plan Policy DM16 and draft Local Plan Policy ECC06.

SuDs

Sustainable Drainage Systems (SuDS) are encouraged across the site to lower the amount of runoff entering the storm water infrastructure. All SuDS designs, drainage plans and paving materials should be agreed with the Drainage and Highways Team at the Council.

Parking

Draft policy GSS12 does allow for the redevelopment of car parks, however as the existing car park is linked to the surrounding housing estate a re-provision of all 31 parking spaces is proposed in application 21/5061/FUL.

The proposed provision of 10 car parking spaces for staff and patrons of the PDSA will hopefully lessen the impact that on street parking has had on the streets in the area which has been experienced by the use of the current site.

Traffic/Transport

Please refer to Transport Planner comments

Heritage

This site lies outside of the Church End, Hendon Conservation Area. It is presently occupied by a surface-level car park laid in tarmac and bordered by grass with a number of established trees.

The scale and design of the new building is considered appropriate on this corner site and the retention of the existing trees and landscaping, supplemented with new planting will assist in allowing the proposal to sit comfortably in its setting.

Given the distance to the boundary of the conservation area (approximately 90m) and its modest scale, the proposal will not have any harmful impact on the heritage asset and will make a positive improvement to the streetscape.

It is suggested that the inclusion of additional planting along the western boundary, adjoining the disabled parking bay (no.1), will demark the edge of site from the pavement edge and help screen the car parking, thus visually improving the setting.

Officer Comment

These comments are duly noted and it is agreed by officers, there is no harm and no impact on the heritage asset. The planting details along the western boundary can be secured through the landscape and boundary treatment conditions which would cover the site.

Urban Design

No objections.

Height:

2 storeys is a height that does not seem intrusive for this particular site. The height also manifests as a single element as viewed from various double height openings on the building.

Massing:

The proposed mass is welcome as it manifests in a way that is pleasant to the eye. There is a continuity in the shape and enough penetration on the form to make it sit well on site.

Building footprints:

The footprint is a little larger than the surrounding existing elements, however we have a different use proposed which indicates special needs for space. The increase in building footprint here goes hand to hand with the change of use proposed on site. Space has been allowed for car access and some landscaping so in conclusion the footprint does not seem to be larger than it should.

Architecture:

The proposed architecture looks promising, with large double height openings to the form making it light and penetrable. The mass manifests in a single seamless way which grounds it lightly and allows for pleasant view of this non-residential building.

Material and façade variation:

We would like more information on the proposed render system. The materials should reflect the location in a successful manner. The use of black stained timber cladding and a dark zinc standing seam roof is encouraged.

Views:

Views into the site from the residential quarters are tested thoroughly. Overall views are not seen as detrimental although the building is visible from certain areas. The existing green environment is considered and enhanced where possible.

Wayfinding:

We have clear views and a robust wayfinding strategy which efficiently leads people to the front door.

Local integration:

The development height does not harm the area, height is concentrated in a way that is not seen as detrimental, at two storeys this is in keeping with the area's height datum.

Transport and Regeneration

Summary - No objections. The development is acceptable on transport grounds subject to planning conditions. The detailed comments provided by transport officers has been incorporated in the highways section of this report.

Drainage/SuDs

No objections, however further details and information are required therefore have requested this is controlled by condition.

Waste/Refuse

No objections – however further details and information are required therefore have requested this is controlled by condition.

3. PLANNING ASSESSMENT

3.1 Principle of development

Community Use

Policy DM13 of the Local Plan requires the re-provision of community facilities with at least an equivalent quality or quantity of floorspace and should be provided at the site or in a suitable alternative location. The existing PDSA site is located less than 100m directly to the west and within the Meritage Centre site, which forms part of the wider Hendon Hub regeneration project. A key consideration given the 'postcode catchment' eligibility requirements.

The new modern purpose built building for the PDSA would provide a total GIA of 510 sqm an uplift of 283 sqm. This proposal would also provide a significant uplift in not only the quantum of floor space but also quality, providing.

The existing 31 car parking spaces would be relocated and fully re-provided within the Fuller Street and Prince of Wales Estate directly to the south, as part of a coordinated strategy of re-provision and enhancement. This is being proposed along with public realm improvements and submitted under planning application 21/5061/FUL. Furthermore Draft Local Plan Policy GSS12 'car parks' does states that the Council may support development of and above surface level public car parks for residential and other suitable uses provided that parking spaces can be demonstrated as surplus to requirement or re-provided, if necessary.

These applications including all the Hendon Hub applications, confirm that there would be an overall net increase of community use (and teaching) floorspace provided by the Hendon Hub Regeneration project.

Therefore taking all matters into consideration the proposed renovations and change of use for this site are deemed acceptable and there are no in principle objections to the proposed development.

3.2 Design

The NPPF makes it clear that good design is indivisible from good planning and a key element in achieving sustainable development. This document states that permission should be refused for development which is of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions. It identifies that good design involves integrating development into the natural, built and historic environment and also points out that although visual appearance and the architecture of buildings are important factors; securing high quality design goes beyond aesthetic considerations.

The London Plan 2021 also contains a number of policies, such as Policy D3, promoting a design led approach having regard to various matters such as character, layout, scale, sustainability, public realm and landscaping for example. The London Plan 2021 emphasises the need for a good quality environment, with the design of new buildings supporting character and legibility of a neighbourhood. The London Plan 2021 states that buildings, streets and open spaces should provide a high quality design response that has regard to the pattern and grain of the existing spaces and streets in orientation, scale, proportion and mass; contributes to a positive

relationship between the urban structure and natural landscape features, including the underlying landform and topography of an area; is human in scale, ensuring buildings create a positive relationship with street level activity and people feel comfortable with their surroundings; allows existing buildings and structures that make a positive contribution to the character of a place to influence the future character of the area; and is informed by the surrounding historic environment.

Policy CS5 of Barnet Council's policy framework seeks to ensure that all development in Barnet respects local context and distinctive local character, creating places and buildings of high quality design. In this regard Policy CS5 is clear in mandating that new development should improve the quality of buildings, landscaping and the street environment and in turn enhance the experience of Barnet for residents, workers and visitors alike. Policy DM01 also requires that all developments should seek to ensure a high standard of urban and architectural design for all new development and high quality design, demonstrating high levels of environmental awareness of their location by way of character, scale, mass, height and pattern of surrounding buildings, spaces and streets. Proposals should preserve or enhance local character and respect the appearance. Policy DM03 seeks to create a positive and inclusive environment that also encourages high quality distinctive developments. The above policies form the basis for the assessment on design.

The proposed development optimises the use of the previously developed site. The proposed building is considered contemporary with an appropriate size and scale which has been sensitively designed and positioned to help assimilate within the existing built form.

The new linear building would be sited along the northern edge of the site with the flank elevations facing east and west. The new building would be set over 2 storeys in height with a pitched roof to reflect the existing area. However the proposed asymmetric roof form provides a contemporary appearance. This roof form also importantly pulls the mass of the roof away from the northern edge and pushes this to the southern side of the building and towards the centre of the site.

The proposed scheme has also been reviewed by urban design and heritage officers who are supportive and raised no objections to the proposal. The heritage officer has confirmed the proposal would make a positive improvement to the streetscape. The proposal would have no impact or harm on any heritage asset given the distance of away from the nearest conservation area.

The scale and design of the new building is considered appropriate on this corner site and the retention of the existing trees and landscaping, supplemented with new planting will assist in allowing the proposal to sit comfortably in its setting.

Materiality

The application submission confirms the materiality has been considered and the selection of materials for both the overall and individual elements of the building would deliver a visually clean, contemporary scheme. This would help provide strong legibility for the building whilst the chosen materials are appropriate and in keeping within the immediate context of the site.

In terms of materiality, the building would consist of a clean pallet of brickwork (to compliment the brickwork of the Prince of Wales Estate), framed window system for the glazed elements, black stained timber cladding and a dark zinc standing seam

roof. The new entrance is proposed to be a fully glazed space which would allow clear views into the building and provide a strong sense of arrival and destination. The existing substation would be re-screened using a dark stained timber screen to match the proposed building, in order to provide visual continuity across the site.

Officers are supportive of the scheme and the high-quality materials and finish proposed. However further details are required to ensure officers are content the finish and appearance of the new building would be appropriate. Indeed it is noted that PV Panels are proposed on the leading edge of the southern part of the roof. However this would need further consideration. Accordingly notwithstanding the submission, these matters will be controlled by way of conditions.

3.3 Secured by Design

Policy DM01 requires that the principles set out in the national Police initiative, 'Secured by Design' should be considered in development proposals. The proposed development was subject to consultation with the Met Police who have raised no objections subject to the standard condition. Therefore a condition would be attached to any permission requiring the proposed development and design to achieve Secured by Design accreditation.

3.4 Amenity Impact on Neighbouring Properties

The Barnet Residential Design Guidance SPD states there should be a minimum distance of about 21 metres between properties with facing windows to habitable rooms to avoid overlooking, and 10.5 metres to a neighbouring garden. Shorter distances may be acceptable between new build properties where there are material justifications.

The proposal does not involve the provision of any residential accommodation however there are residential properties surrounding the site. The block of properties directly to the south (19-27 Fuller St) are well over 21m away. The block to the west (31-37 Fuller St) would be approximately 20m away from the west flank elevation of the new building. The block to the east (10-16 Fuller St) would be separated from elevation to elevation of around 14-15m. However it is important to note that there are no windows proposed on the eastern flank elevation facing these properties. The closest neighbouring property is to the north, 16 Sunningfields Road, which at the closest pinch point is 3.5m away to its boundary. The property is separated by the public footpath and is orientated east to west, which results in only one window overlooking the site.

The proposed windows on the northern elevation at ground floor would be set at high level (clerestory windows) and non-opening. Likewise rooflights are proposed on the angled roof slope. This fenestration detail would allow sufficient light into the new building whilst restricting views out to the adjoining property. The high level windows can be secured through condition to ensure they are minimum 1.8m from the finished floor level.

In addition, the overall scale and massing has been carefully considered to ensure it integrates well within the site and in relation to the surrounding built form. The height from ground level to the roof ridge is 7.75m. However as detailed above, the

asymmetric roof form means the pitch of the roof is set away from the northern edge, thereby reducing the mass. The height from the ground to the eaves at the northern elevation is 5.6m.

Daylight/Sunlight

The applicant has undertaken a Daylight, Sunlight and Overshadowing assessment for the proposed development and neighbouring residential properties based on the approach set out in the Building Research Establishment's (BRE) 'Site Layout Planning for Daylight and Sunlight: A Good Practice Guide' (2011).

A Daylight/Sunlight Report has been prepared by GL Hearn in support of the proposed development. The report confirms that 20 of the neighbouring residential properties (including all of the properties referred to above) have been analysed. The daylight has been assessed to 143 windows using the Vertical Sky Component and all achieve the recommended levels in the BRE. Internal daylight has been assessed to 143 rooms using the daylight distribution. All 143 rooms meet the levels recommended in the BRE. Sunlighting has been assessed to 80 windows using annual probable sunlight hours. All 80 windows meet the recommended levels detailed in the BRE. Overall, the neighbouring properties will achieve 100% BRE compliance.

Therefore taking all matters into consideration the proposed development is considered to be acceptable and there are no significant overlooking/privacy/loss of light issues which would raise any demonstrable harm in this instance.

Noise and Air Quality

The proposal and submission details have been reviewed by the Council's Environmental Health team. The proposal does not, in air quality terms, conflict with national or local policies, or with measures set out in the London Borough of Barnet's Air Quality Action Plan. There are no constraints to the development in the context of air quality. The construction phase will require mitigation and therefore it is advised that a Construction Management Plan, in order to control dust emissions and maintain good mitigation in line with current good practice is conditioned.

Suitable conditions should also be attached regarding ventilation and the submission of details of proposed plant and equipment. Accordingly appropriate conditions will be included to ensure all details and mitigation measures are secured.

In regard to land contamination the officer states that according to the information provided, there are 2 Unspecified Tanks on site as well as an electric sub station and historic uses that could pose a risk for high levels of contamination. The Geo-environmental Preliminary Risk Assessment by Capita dated July & September 2021, also contain information of previous reports that showed areas of elevated contaminations across the site (WS104 (0.2), WS106 (0.1), WS103 (0.1), WS101 (0.3), WS104 (0.5), WS105 (0.5), WS106 (0.3)).

The report recommends that further to the risks highlighted in the report, an intrusive ground investigation should be done "to enable a more detailed site-specific assessment to be made". This will also contain the measures that are required to mitigate contaminants found in the soil; these would need to be applied and the

council will expect a remediation method statement and a verification report which shall contain *in situ* testing at the bases and sides of the infill of clean soil plus certification. The Council shall also expect all due care to be taken during construction. Therefore it is advised and agreed that a full detailed contaminated land report condition shall be included in this case.

3.5 Transport / Highways

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.

The application was accompanied with a Transport Assessment which has been reviewed by the council's transport highway officers who have provided detailed comments as set out below. Officers conclude that the development is acceptable on transport grounds subject to planning conditions.

Existing Conditions

TfL's WebCAT tool indicates that the site has a PTAL value of 2 which is a below average level of accessibility. Taking this into account, measures that seek to improve the public transport accessibility and active travel credentials of the site should be a priority in order to deliver a sustainable development in transport terms.

The site is currently used as a car park which has 31 spaces. Site access is at the junction with Fuller Street. There is low visibility to the left from the car park (approx. 45m) due to the curvature of the road, 90-degree bend, park cars and the position of a national grid station. Actual speed surveys have not been undertaken to establish 85th percentile speeds.

Parking occupancy surveys were undertaken with the following noted:

- June 2020: average occupancy 72%
- October 2020: average occupancy 85%
- March 2021: average occupancy 54%

The area has changed from having no parking regulation (June and October 2020) to a Controlled Parking Zone (CPZ) in February 2021.

Baseline Transport Data

The Personal Injury Accident (PIA) review that has been provided is based on the "Crashmap" database and therefore does not provide sufficient details as to the exact nature of the incidents and possibly does not contain the most current data. The TA concludes that "the data does not suggest that there are any safety issues that need to be taken account of and resolved as part of the re-development proposed for the

site.” LBB cannot verify this based on available data and have requested a more detailed PIA review.

Proposed Development

The proposals seek to move the Hendon PDSA (People’s Dispensary for Sick Animals) from its site on Prince of Wales Close to Fuller Street car park (100m to the east). The PDSA will provide approx. 500 sqm of floor space and include 10 car parking spaces (5 staff, 5 visitor including 1 disabled).

The current access will be moved 7m to the south (closer to the 90-degree bend of the road).

It is proposed for the existing 31 car parking spaces to be relocated elsewhere in the Fuller Street (additional 30 spaces) and Prince of Wales estate (additional 1 space). Plans should be provided in order to demonstrate this aspect of the proposals alongside details of the changes in traffic orders / restrictions.

Car Parking

It is proposed to provide a total of 10 car parking spaces as follows:

- 5 staff spaces
- 5 visitor spaces (1 disabled)

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 demonstrated and conditioned.

The proposed low levels of parking would only be supported by the LB Barnet Transport Team subject to the following:

- Satisfactorily provision of sustainable transport and active travel measures / improvements;
- Implementation of a Travel Plan (to be conditioned);
- Protection of the local amenity from potential overspill parking via review of the Controlled Parking Scheme (CPZ);

It is considered that the proposed development should help enable a further review of the CPZ scheme in order to address the above concerns. LBB to request a financial contribution towards a CPZ review / upgrade (secured via s106 agreement).

Cycle Parking

A total of 4 cycle parking facilities are proposed. It should be demonstrated that the proposed levels of cycle parking proposed complies with the minimum standards set out within the London Plan (e.g. confirmation of staff numbers).

Details of cycle parking provision / facilities should be in accordance with the London Plan and London Cycle Design Standards. The London Plan confirms that the site should have at least one long stay and two short stay cycle parking spaces, therefore providing at least four spaces will exceed minimum standards. This requirement should be conditioned as part of the planning consent.

General Layout

The vehicle / pedestrian and vehicle / vehicle visibility splays should be shown on plan to demonstrate that there would be no obstructions to visibility requirements

(based on 85th percentile speeds) and that the required safety requirements are met. It is noted that the proposals bring the access closer to the 90-degree bend of the road which could impair available visibility (forward stopping distance as well as left splay exiting the site).

The site layout plan should be fully dimensioned to help with the review process with swept path analysis provide were appropriate (e.g. servicing areas, carriageway / aisle / access / footway widths, car parking bays etc.).

Any improvement works / physical changes are proposed to the highway infrastructure as well the need for a s278 agreement to be agreed with the planning authority prior to commencement of the development.

Car Parking Design and Management Plan

A Car Parking Design and Management Plan should be conditioned as part of the planning consent. This would detail how the surrounding car parking supply will be designed / controlled / managed.

Delivery and Servicing Management Plan / Refuse Collection Strategy

Details of servicing, delivery and refuse arrangements for all land uses proposed have not been provided. This may need to be supported by swept path analysis. The swept path analysis should show vehicles being able to successfully pass standing refuse / delivery vehicles at locations that appear to be geometrically constrained. The swept paths of the large delivery vehicles entering / leaving each of the access points should be provided.

All servicing / delivery requirements should be accommodated within the confines of the site as opposed to relying on the public highway.

A Delivery and Servicing Management Plan should be conditioned as part of the planning consent. The maximum size of vehicles anticipated to use the site should be confirmed and controlled via a Delivery and Servicing Management Plan.

Construction

A Construction Logistics Plan (CLP) along with a Construction Worker Travel Plan (CWTP) should be conditioned as part of the planning consent. This should take into account the cumulative impacts of works in the surrounding area.

S.106

- CPZ Monitoring contribution

Proposed Conditions

- A Servicing and Delivery Plan
- A Construction Logistics Plan
- Car Park Management Plan
- Refuse & Recycling Strategy
- EVCP provision to London Plan Standards
- Cycle Parking to London Plan Standards provided on site
- Swept Path analysis
- Prior to commencement of the development the vehicle / pedestrian and vehicle / vehicle visibility splays should be shown on plan to demonstrate that there would be no obstructions to visibility requirements (based on 85th percentile speeds) and that the required safety requirements are met.

- Prior to the commencement of the development, details of any highways to be stopped under Section 247 of the Town and Country Planning Act shall be submitted to and agreed with the Local Planning Authority.

3.6 Landscaping, Trees and biodiversity

The “sustainable development” imperative of NPPF includes enhancing the natural environment and improving biodiversity. London Plan 2021 states that development proposals, where possible, should make a positive contribution to the protection, enhancement, creation and management of biodiversity. Barnet Local Plan policy DM16 states that when it is considering development proposals the council will seek the retention, enhancement or creation of biodiversity.

The existing car parking will be re-surfaced in a “Grasscrete” product to reduce the impact of the hard standing on the surrounding area. A proposed wild flower meadow is proposed underneath the existing trees, improving the biodiversity of the area. Planting is also proposed around the perimeter of the building wherever possible. The submission confirms a 57% biodiversity net gain figure is proposed for this scheme.

An Arboricultural Impact Assessment has been prepared to support the application. This assessment concludes that all 5 existing trees are to be retained on site.

The proposed development has been reviewed by the Council’s Arboriculturalist who has no objections to the scheme. The proposed development on the existing car parking area will not have a significant impact on trees growing on a grass verge around the site. This has been clearly demonstrated within the applicant’s arboricultural report. An arboricultural method statement and tree protection plan will need to be submitted as pre-commencement condition as recommended by their arboriculturist. This must also include a method for any planting and landscape works close to trees.

It is suggested that the inclusion of additional planting along the western boundary, adjoining the disabled parking bay, would help demark the edge of site from the pavement edge and help screen the car parking, thus visually improving the setting. Therefore it is agreed that the details should be secured through conditions including for example a landscape management plan.

Ecology

The Council’s Ecology Consultants have reviewed the submitted Preliminary Ecology Appraisal Report and have raised no objections. Their comments are set out below.

The development does not impact on any habitats or species of Principal Importance, or protected species. The site of the proposed development is of low value to nature conservation and within the local are. Therefore, with the proposals for enhancement and a net gain for biodiversity of 57.09% (0.30 baseline, 0.47 post-dev), the scheme is considered to be sustainable and adds value to the local environment.

The applicant has taken sufficient measures to ensure that ecological receptors are safeguarded within the design and operation of the site and therefore I consider the application should be consented to with the following recommendations.

Biodiversity Enhancement Recommendations

In line with the National Planning Policy Framework (NPPF 2019) in aiming to achieve sustainable development and the obligations on public bodies to conserve and enhance biodiversity as required by the Natural Environment and Rural Communities (NERC) Act 2006 we recommend following recommendations:

1. Bat roosting provision should be incorporated into the fabric of the new structure.
2. Inclusion of bird nesting provision in the form of bird boxes. Install three Schwegler bird boxes on retained trees on site e.g. Schwegler 1B nest boxes Schwegler 2H. Robin nest boxes should be positioned approximately 3m above ground level where they will be sheltered from prevailing wind, rain and strong sunlight. Small-hole boxes are best placed approximately 1-3m above ground on an area of the tree trunk where foliage will not obscure the entrance hole.

We request that a condition for integrated bat and bird boxes with a plan showing the siting and specifications should be applied to further enhance the building, in line with section 6.3.16 of the Green Infrastructure Supplementary Planning Document (October 2017), and evidence supplied to the LPA of their implementation.

Proposed Planning Permission Conditions

Lighting

Please attach a condition on lighting strategy that it must be designed and used to minimise impacts on bats and their insect food. All exterior lighting should follow the guidance of the Bat Conservation Trust. Current (June 2014) advice is at <http://www.bats.org.uk/>. The lighting strategy should be submitted to the LPA for approval.

Accordingly, it is considered that the proposal is acceptable in ecological terms and appropriate details can be secured via conditions.

Archaeology

As the submission conforms, the application site does not lie within an Archaeology Priority Area (APA) but is close to both APA 15a, which lies approximately 20m to its west and 15b which lies approximately 50m to its east. A Desk-Based Archaeology Assessment was produced to identify the archaeological potential of deposits on the application site and consider the proposed scheme's likely impact on them.

Accordingly, the Greater London Archaeological Advisory Service (GLAAS) was consulted on this application and they have confirmed there are no objections and have requested an archaeological condition which could provide an acceptable safeguard. This will therefore be included.

3.7 Flood Risk / SUDS

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”.

A Drainage Statement prepared and reviewed by the council. The council's drainage team have confirmed that the proposed details are acceptable in principle and therefore the details would be secured via condition.

4. Community Infrastructure Levy (CIL)

The proposed development would be liable for charge under the Barnet Community Infrastructure Levy (CIL) at a rate of £135 per square metre. As noted in SPD para 2.2.11, the purpose of Barnet's CIL is to secure capital funding to help address the gap in funding for local infrastructure. The money raised by Barnet's CIL will be used to pay for infrastructure required to mitigate the impact of development across the Borough.

Pursuant to the Table 3: Mayoral CIL Charging Rates of the Mayor's April 2013 SPG 'Use of planning obligations in the funding of Crossrail, and the Mayoral Community Infrastructure Levy', a flat rate charge of £35 applies to all relevant chargeable developments.

5. Equality and Diversity Issues

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

- (a) *eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;*
- (b) *advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;*
- (c) *foster good relations between persons who share a relevant protected characteristic and persons who do not share it.*

For the purposes of this obligation the term "protected characteristic" includes:

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

In considering this application and preparing this report Officers have had regard to the requirements of this section. Officers have concluded that a decision to grant planning permission for this proposed development will comply with the Council's statutory duties under this legislation.

The site is accessible by various modes of transport, including by foot, bicycle, public transport and private car, thus providing a range of transport choices for all users of

the site. The existing PDSA site is located at 2-4 Church Terrace, less than 150m directly to the west from the new location.

The development includes level, step-free pedestrian approaches to buildings to ensure that all occupiers and visitors of the development can move freely in and around the public communal spaces. Lift is also provided to provide step-free access between the ground and the upper levels. Dedicated parking spaces for people with a disability will be provided in convenient locations.

As the access section in the applicant's DAS states, the hard and soft landscaping design is based on a strategy to deliver a robust and functional landscape treatment. This includes the use of durable, firm non-slip hard landscape materials that benefit not only disabled users but also older people and children. Pedestrian routes around the development, in both public and private areas are designed to not exceed 1 in 20, in order to constitute a "level approach" under Building Regulations ADM.

Internally, entrances have been designed to allow for ambulant disabled and wheel chair access. Circulation of the entrance areas, toilet accommodation and entrances into the consultation and specialised spaces will be fully compliant with building regulation requirements.

Officers conclude that overall there is no adverse equality impact from this application. The proposals are considered to be in accordance with national, regional and local policy by establishing an inclusive design, providing an environment which is accessible to all. Officers conclude that the proposed development will overall contribute to the objective of the legislation

In addition, officers have also considered the proposal in terms of the Human Rights Act 1998 (HRA 1998) and in particular but not only, articles 8 (respect for home and family life) and 14 (non discrimination) of the European Convention on Human Rights (ECHR). Officers consider that granting planning for this development proposal would not breach the ECHR or the HRA 1998.

6. Crime and Disorder

Section 17 of the CDA requires local authorities to consider the crime and disorder implications of their decision. As specified earlier in this report, the crime prevention officer of the metropolitan police was consulted on this application and responded advising that the application has taken designing out crime into account in the design of the proposal. The Secured by Design Officer raises no objections to the proposal subject to appropriate conditions and the applicant securing final secured by design accreditation. These matters have therefore been carefully considered and are secured by condition to ensure the proposal is in full accordance with Section 17 of the CDA.

6. Conclusion

Overall, having taken all material considerations into account, it is considered that the proposed development is acceptable and would not be in conflict with the

development plan as a whole. The development would re-provide the PDSA, an important local community facility, within a contemporary purpose-built development. There are no material considerations against the proposal which would outweigh the presumption in favour of the grant of planning permission. Indeed, in addition the site forms part of the Hendon Hub Regeneration Project which aims to deliver a number of wider benefits which are material to the consideration of this applications also set out below:

- Maximising the reuse of previously developed land for housing and social infrastructure – as part of the wider regeneration project.
- Optimisation brownfield sites to help deliver a total 565 student units with 50% affordable (equal to 226 conventional housing units towards the council's 5YHLS).
- As part of the wider of regeneration project, significantly enhanced teaching space and ancillary facilities. The University is one of Barnet's largest employers, employing c.1,500 local and London-based staff.
- Re-providing improved community space and allowing for the release of site for redevelopment. Including the rehousing of Hendon Library and SLRS into significantly improved modern facilities.
- 100% 'affordable' purpose-built supported accommodation.
- Enhanced landscaping across the whole masterplan area.
- Public Access to be formally secured for both the existing Hendon Library and new modern facilities such as the ACI (Arts and Performance Theatre).
- S106 contributions
- Economic effects on local and regional economy during construction and operational use, e.g. job creation, wages etc.
- Community Infrastructure Levy (CIL) contributions to improve local infrastructure – as part of the wider regeneration project.

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the Council to determine any application in accordance with the statutory development plan unless material considerations indicate otherwise. All relevant policies contained within the development plan, as well as other relevant guidance and material considerations, have been carefully considered and taken into account by the Local Planning Authority. It is concluded that the proposed development overall accords with the relevant development plan policies. There are no material considerations against the proposal which would outweigh the presumption in favour of the grant of planning permission. It is considered that there are material planning considerations which justify the grant of planning permission. Accordingly, subject to the satisfactory completion of the Legal Agreement, **APPROVAL** is recommended subject to conditions as set in Appendix HR1.

APPENDIX HR1 – 21/4612/FUL

CONDITION(S) and INFORMATIVES

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

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

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

S7_500_01	Site Location Redline Plan
S7_500_10	Ground Floor Plan
S7_500_11	First Floor Plan
S7_500_12	Roof Plan
S7_500_18	Existing Streetscape Elevations
S7_500_19	Existing Streetscape Elevations
S7_500_20	Elevations (Sht 1 of 2)
S7_500_21	Elevations (Sht 2 of 2)
S7_500_30	Sections
HHFS-GLH-00-XX-DR-LA-1000 P01	Landscape Plan GA
HHFS-GLH-00-XX-DR-LA-1002 P01	Hard Landscape
HHFS-GLH-00-XX-DR-LA-1001 P01	Soft Landscape
HHFS-GLH-00-XX-DR-LA-1003 P01	Tree Felling & Retention

- Full Set of Planning Submission Drawings
- Landscape Drawings and Strategy Document
- Design and Access Statement
- Drainage Strategy (SuDs) and Foul Water Assessment
- External Lighting Statement
- Utility Infrastructure Report
- Energy Statement
- Ventilation Planning Statement
- Arboricultural Impact Assessment Report
- Air Quality Assessment
- Daylight and Sunlight Report
- Flood Risk Assessment
- Geo-Environmental Desk Study
- Fire Strategy
- Consultation Report
- Desk Based Archaeology Assessment
- Noise Impact Assessment
- Health Impact Assessment
- Preliminary Ecological Appraisal Report
- Transport Assessment

Reason: For the avoidance of doubt and in the interests of proper planning and so as to ensure that the development is carried out fully in accordance with the plans as assessed in accordance with Policies CS NPPF and CS1 of the Local Plan Core Strategy DPD (adopted

September 2012) and Policy DM01 of the Local Plan Development Management Policies DPD (adopted September 2012).

3. a) No development shall take place until details of the levels of the building(s), road(s) and footpath(s) in relation to the adjoining land and highway(s) and any other changes proposed in the levels of the site have been submitted to and approved in writing by the Local Planning Authority.

b) The development shall thereafter be implemented in accordance with the details as approved under this condition and retained as such thereafter.

Reason: To ensure that the development is carried out at suitable levels in relation to the highway and adjoining land having regard to drainage, gradient of access, the safety and amenities of users of the site, the amenities of the area and the health of any trees or vegetation in accordance with policies CS NPPF, CS1, CS5 and CS7 of the Local Plan Core Strategy (adopted September 2012), Policies DM01, DM04 and DM17 of the Development Management Policies DPD (adopted September 2012), and Policies D4, D5, D8 and G7 of the London Plan 2021.

4. a) A scheme of hard and soft landscaping, including details of existing trees to be retained and size, species, planting heights, densities and positions of any soft landscaping, including details of all perimeter fencing, shall be submitted to and agreed in writing by the Local Planning Authority prior to the occupation of the hereby approved development.

b) All work comprised in the approved scheme of landscaping shall be carried out before the end of the first planting and seeding season following occupation of any part of the buildings or completion of the development, whichever is sooner, or commencement of the use.

c) Any existing tree shown to be retained or trees or shrubs to be planted as part of the approved landscaping scheme which are removed, die, become severely damaged or diseased within five years of the completion of development shall be replaced with trees or shrubs of appropriate size and species in the next planting season.

Reason: To ensure a satisfactory appearance to the development in accordance with Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and The London Plan 2021.

5. a) No development shall take place until details of the location, extent and depth of all excavations for services (including but not limited to electricity, gas, water, drainage and telecommunications) in relation to trees on and adjacent to the site have been submitted to and approved in writing by the Local Planning Authority.

b) The development shall thereafter be implemented in accordance with details approved under this condition.

Reason: To safeguard the health of existing tree(s) which represent an important amenity feature in accordance with CS5 and CS7 of the Local Plan Core Strategy (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012) and The London Plan 2021.

6. a) No site works (including any temporary enabling works, site clearance and demolition) or development shall take place until details of temporary tree protection have been submitted to and approved in writing by the Local Planning Authority.

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

Reason: To safeguard the health of existing trees which represent an important amenity feature in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012), Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012) and The London Plan 2021.

7. a) No development other than demolition works shall take place until details of the proposed green roof have been submitted to and approved in writing by the Local Planning Authority. Unless otherwise agreed in writing with the Local Planning Authority.

b) The green roof shall be implemented in accordance with the details approved this condition prior to the commencement of the use or first occupation of the development and retained as such thereafter. Should part of the approved green roof be removed, die, become severely damaged or diseased within five years of the completion of development, it shall be replaced in accordance with the details approved by this condition.

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

8. a) Prior to the occupation of the hereby approved development, details of a Landscape and Ecological Management Plan for all landscaped areas for a minimum period of 25 years have been submitted to and approved in writing by the Local Planning Authority.

b) The Landscape and Ecological Management Plan shall include details of long term design objectives, management responsibilities, maintenance schedules and replacement planting provisions for existing retained trees and any new soft landscaping to be planted as part of the approved landscaping scheme.

c) The approved Landscape Management Plan shall be implemented in full in accordance with details approved under this condition.

Reason: To ensure a satisfactory appearance to the development in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012), Policies CS5 and CS7 of the Local Plan Core Strategy (adopted September 2012) and The London Plan 2021.

9. Before the development hereby permitted commences, the applicant shall submit for approval details of measures to improve biodiversity on the site as set out within Preliminary Ecological Appraisal Report August 2021 clause 5.5 Biodiversity Enhancements.

This shall be in accordance with guidance set out within BS42040:2013: Biodiversity – Code of practice for planning and development, and guidance documents provided by the Chartered Institute of Ecology and Environmental Management (CIEEM) and the Royal Town Planning Institute (RTPI) for approval. The development shall be implemented in full accordance with these details.

Reason: Pursuant to section 197 of the Town and Country Planning Act 1990 in accordance with local planning policy DM01. Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012) and Policy G6 and G7 of the London Plan 2021.

10. a) No development or site works shall take place on site until a 'Demolition and Construction Management and Logistics Plan' has been submitted to and approved in writing by the Local Planning Authority. The Demolition and Construction Management and Logistics Plan submitted shall include, but not be limited to, the following:

- 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. Dust Management Plan – to ensure 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.

For major sites, the Statement shall be informed by the findings of the assessment of the air quality impacts of construction and demolition phases of the development.

b) The development shall thereafter be implemented in accordance with the measures detailed within the statement.

Reason: In the interests of highway safety, noise and good air quality in accordance with Policies DM04 and DM17 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and Policies SI 1, SI 7, D14 and T7 of the London Plan 2021.

11. a) No development other than demolition works shall commence on site in connection with the development hereby approved until a report has been carried out by a competent acoustic consultant that assesses the likely noise impacts from the development of all of the external and louvred building plant and substation plant and mitigation measures for the

development to reduce these noise impacts to acceptable levels, and has been submitted to and approved in writing by the Local Planning Authority.

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

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

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of neighbouring properties in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2016) and Policies D13 and D14 of the London Plan 2021.

12. The level of noise emitted from all of the external and louvred building 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.

13. Part 1 - Before development commences 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).

14. a) Notwithstanding the details submitted with the application and otherwise hereby approved, prior to first occupation, details of:

(i) A Refuse and Recycling Collection Strategy, which includes details of the collection arrangements and whether or not refuse and recycling collections would be carried out by the Council or an alternative service provider;

(ii) Details of the enclosures, screened facilities and internal areas of the proposed building to be used for the storage of recycling containers, wheeled refuse bins and any other refuse storage containers where applicable; and

(iii) Plans showing satisfactory points of collection for refuse and recycling, have been submitted to and approved in writing by the Local Planning Authority.

b) The development shall be implemented and the refuse and recycling facilities provided in full accordance with the information approved under this condition before the development is first occupied and the development shall be managed in accordance with the information approved under this condition in perpetuity once occupation of the site has commenced.

Reason: To ensure a satisfactory appearance for the development and satisfactory accessibility; and to protect the amenities of the area in accordance with Policy CS14 of the Local Plan Core Strategy (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012) and the Sustainable Design and Construction SPD (adopted October 2016); and Policies D6 and SI7 of the London Plan 2021.

15. Before the development hereby permitted is occupied a full Delivery and Servicing Plan (DSP) shall be submitted to and agreed by the Local Planning Authority.

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

16.

Prior to first occupation, a Car Parking Management Plan detailing the following shall be submitted to and approved in writing by the Local Planning Authority:

- i. Location and layout of car parking spaces;
- ii. On site parking controls;
- iii. The enforcement of unauthorised parking; and
- iv. Disabled parking spaces (in accordance with London Plan).

The development thereafter shall only be operated in accordance with the approved parking management plan.

Reason: To ensure that parking is provided and managed in line with the council's standards in the interests of highway and pedestrian safety in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012, Policy DM17 of Development Management Policies (Adopted) September 2012 and London Plan Policy T6.

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

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

18. a) Before the development hereby permitted is first occupied cycle parking spaces and cycle storage facilities shall be provided in accordance with London Plan Standards (for all Use Classes) and a scheme to be submitted to and approved in writing by the Local Planning Authority.

b) The development shall thereafter be implemented in accordance with the details as approved under this condition and the spaces shall be permanently retained thereafter.

Reason: To ensure that cycle parking facilities are provided in accordance with the minimum standards set out in Policy T5 and Table 10.2 of The London Plan (2021) and in the interests of promoting cycling as a mode of transport in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

19. a) Prior to the first occupation or commencement of the use of the development hereby permitted, full details of the Electric Vehicle Charging facilities to be installed in the development shall be submitted to the Local Planning Authority and approved in writing.

b) The development shall be implemented in full accordance with the details approved by this condition prior to the first occupation of the development or the commencement of the use and thereafter be maintained as such in perpetuity.

Reason: To ensure that the development makes adequate provision for electric vehicle charging points to encourage the use of electric vehicles in accordance with policy T6 of the London Plan 2021.

20. Prior to commencement of the development dimensions of parking arrangements and swept path analysis shall be submitted to and approved in writing by the Local Planning Authority.

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

21. Prior to commencement of the development the vehicle / pedestrian and vehicle / vehicle visibility splays should be shown on plan to demonstrate that there would be no obstructions to visibility requirements (based on 85th percentile speeds) and that the required safety requirements are met.

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.

22. Prior to commencement of the development, details of any highways to be stopped under Section 247 of the Town and Country Planning Act shall be submitted to and approved in writing by the Local Planning Authority.

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

23. No development shall take place until a Local Level Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall be implemented upon commencement of the development and in line with the provisions set out therein.

Reason: To encourage the use of sustainable forms of transport to the site in accordance with policies CS9 of the Barnet Local Plan and The London Plan 2021.

24. No construction work resulting from the planning permission shall be carried out on the premises at any time on Sundays, Bank or Public Holidays, before 8.00 am or after 1.00 pm

on Saturdays, or before 8.00 am or after 6.00pm on other days unless previously approved in writing by the Local Planning Authority.

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

25. a) No development other than demolition work shall take place unless and until a Drainage Strategy detailing all drainage works to be carried out in respect of the development hereby approved and all Sustainable Urban Drainage System features to be included in the scheme has been submitted to and approved in writing by the Local Planning Authority.

b) The development hereby approved shall not be first occupied or brought into use until the drainage works and Sustainable Urban Drainage System features approved under this condition have been implemented in their entirety.

Reason: To ensure that the development provides appropriate drainage infrastructure and to comply with Policy CS13 of the Local Plan Core Strategy (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and Policies SI 12 and SI 13 of the London Plan 2021.

26. No development shall be occupied until confirmation has been provided that either:- all water network upgrades required to accommodate the additional flows to serve the development have been completed; or - a development and infrastructure phasing plan has been agreed with Thames Water to allow development to be occupied. Where a development and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan.

Reason: The development may lead to no / low water pressure and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development.

27. Prior to the occupation of the site an External Lighting Strategy and Assessment together with full details, specifications and plans of any proposed external lighting to be installed as part of the development shall be submitted and approved in writing to the Local Planning Authority. The development shall be implemented in full accordance with the approved details prior to the first occupation of the relevant part of the development and thereafter be maintained as such.

Reason: To ensure that appropriate lighting is provided as part of the development in accordance with Policies CS NPPF and CS1 of the Local Plan Core Strategy (adopted September 2012), Policy DM01 and DM04 of the Barnet Development Management Policies (adopted) September 2012.

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

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

29. a) Notwithstanding the details shown and submitted in the drawings otherwise hereby approved, the development is not to commence (other than for Demolition, Groundwork's and Site Preparation Works) until details of the materials to be used for the external surfaces, facing materials/render of the building and hard surfaced areas, permitted by this permission shall have been submitted to and approved in writing by the Local Planning Authority.

b) The development shall thereafter be implemented in accordance with the materials as approved under this condition.

Reason: To safeguard the character and visual amenities of the site and Conservation Area and to ensure that the building is constructed in accordance with Policies CS NPPF and CS1 of the Local Plan Core Strategy (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012) and Policy D4 of the London Plan 2021.

30. Notwithstanding the details shown on the plans submitted and otherwise hereby approved, the development shall not be occupied until details are submitted to the Local Planning Authority and approved in writing which specify the details of all boundary treatments to be installed as part of the development, including any gates and bollards, site vehicular access points and parking spaces.

These details shall include materials, type and siting of all boundary treatments. The development shall be implemented in full accordance with the approved details and specifications and shall be permanently retained as such thereafter.

Reason: To safeguard the privacy and amenities of the future occupiers and in the interests of the appearance of the development, in accordance with policies DM01 and DM02 of the Barnet Local Plan.

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

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

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

32. Notwithstanding the details shown on the plans submitted and otherwise hereby approved, the proposed six windows in the northern elevation are required to be non-opening and set at a minimum height of 1.8m above the internal room floor level.

Reason: To safeguard the privacy and amenities of the future occupiers of the proposed residential dwellings in accordance with policies DM01 and DM02 of the Barnet Local Plan.

33. Prior to the first occupation of the development, details of the size, design and siting of all photovoltaic panels to be installed as part of the development shall be submitted and approved in writing by the Local Planning Authority. Calculations demonstrating the additional carbon emission reductions that would be achieved through the provision of additional panels shall also be submitted. The development shall be carried out and constructed in accordance with the approved details.

Reason: To safeguard the character and visual amenities of the site and wider area and to ensure that the building is constructed in accordance with Policies CS5 of the Barnet Local Plan Core Strategy (adopted) September 2012 and DM01 of the Development Management Policies (adopted) September 2012 and Policies 1.1, 7.4, 7.5 and 7.6 of the London Plan (2016).

34. The new building and premises shall be used as Veterinary Hospital Use Class E(e) and for no other purpose, including any other purpose in Class E of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification.

Reason: To ensure the development is implemented in accordance with the permission sought and to enable the Local Planning Authority to retain control of the use of the floorspace within the Use Class specified so that occupation of the premises is for community use only and does not prejudice the amenities of future residential occupiers in accordance with policies DM01 and DM13 of the Barnet Local Plan.

35. The approved E(e) Use Class shall not be used outside of the hours of Monday to Friday 09:00-18:00.

Reason: To protect the amenity of the area in accordance with Policies DM01 and DM04 of the Barnet Development Management Policies (adopted) September 2012.

36. Notwithstanding the details hereby approved, prior to commencement of the development, details and location of bat and bird boxes shall be submitted for approval in writing by the council.

Prior to occupation the bat and bird boxes hereby approved will be installed and all reasonable measures taken to minimise disturbance to these boxes for the lifetime of the development.

Reason: In the interests of protecting and enhancing biodiversity in accordance with policies CS7 and DM16.

37. No demolition or development shall take place until a written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, which shall include the statement of significance and research objectives, and

- A. The programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works
- B. Where appropriate, details of a programme for delivering related positive public benefits
- C. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI

Reason: This pre-commencement condition is necessary to safeguard the archaeological interest on this site. Approval of the WSI before works begin on site provides clarity on what investigations are required, and their timing in relation to the development programme. If the applicant does not agree to this precommencement condition, please let us know their reasons and any alternatives suggested. Without this pre-commencement condition being imposed the application should be refused as it would not comply with NPPF paragraph 205.

38. All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" dated July 2014 (SPG), or subsequent guidance.

Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority.

The developer shall keep an up to date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at <https://nrmm.london/>

Reason: In the interest of good air quality in accordance with London Plan 2021.

INFORMATIVES

1. In accordance with paragraphs 38-57 of the NPPF, the Local Planning Authority (LPA) takes a positive and proactive approach to development proposals, focused on solutions. The LPA has produced planning policies and written guidance to assist applicants when submitting applications. These are all available on the Council's website. A pre-application advice service is also offered and the Applicant engaged with this prior to the submissions of this application. The LPA has negotiated with the applicant/agent where necessary during the application process to ensure that the proposed development is in accordance with the Development Plan.

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

The Mayor of London adopted a CIL charge on 1st April 2012 and updated from 1st April 2019 setting a rate of £60 per sq m on all forms of development in Barnet except for education and health developments which are exempt from this charge.

The London Borough of Barnet adopted a CIL charge on 1st May 2013 setting a rate of £135 per sq m on residential and retail development in its area of authority. All other uses and ancillary car parking are exempt from this charge.

Please note that Indexation will be added in line with Regulation 40 of Community Infrastructure Levy.

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

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

The CIL becomes payable upon commencement of development. You are required to submit a 'Notice of Commencement' to the Council's CIL Team prior to commencing on site, and failure to provide such information at the due date will incur both surcharges and penalty interest. There are various other charges and surcharges that may apply if you fail to meet other statutory requirements relating to CIL, such requirements will all be set out in the Liability Notice you will receive. You may wish to seek professional planning advice to ensure that you comply fully with the requirements of CIL Regulations.

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

Relief or Exemption from CIL:

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

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

1. Charity: If you are a charity, intend to use the development for social housing or feel that there are exception circumstances affecting your development, you may be eligible for a reduction (partial or entire) in this CIL Liability. Please see the documentation published by the Department for Communities and Local Government at https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6314/19021101.pdf

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

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

Please visit:

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

3. A Planning Obligation under Section 106 of the Town & Country Planning Act 1990 (as amended) relates to this permission.

4. The applicant is advised that any development or conversion which necessitates the removal, changing, or creation of an address or addresses must be officially registered by the Council through the formal 'Street Naming and Numbering' process.

The London Borough of Barnet is the Street Naming and Numbering Authority and is the only organisation that can create or change addresses within its boundaries. Applications are the responsibility of the developer or householder who wish to have an address created or amended.

Occupiers of properties which have not been formally registered can face a multitude of issues such as problems with deliveries, rejection of banking / insurance applications, problems accessing key council services and most importantly delays in an emergency situation.

Further details and the application form can be downloaded from: <http://www.barnet.gov.uk/naming-and-numbering-applic-form.pdf> or requested from the Street Naming and Numbering Team via street.naming@barnet.gov.uk or by telephoning 0208 359 4500.

5. Applicants and agents are encouraged to sign up to the Considerate Contractors Scheme (www.ccscheme.org.uk) whereby general standards of work are raised and the condition and safety of the Borough's streets and pavements are improved.

6. The submitted Construction Method Statement shall include as a minimum details of:

- o Site hoarding
- o Wheel washing
- o Dust suppression methods and kit to be used
- o Site plan identifying location of site entrance, exit, wheel washing, hoarding, dust suppression, location of water supplies and location of nearest neighbouring receptors. Explain reasoning if not applicable.
- o Confirmation whether a mobile crusher will be used on site and if so, a copy of the permit and indented dates of operation.
- o Confirmation of the following: log book on site for complaints, work in accordance with British Standards BS 5228-1:2009+A1:2014 and best practicable means are employed; clear contact details on hoarding. Standard construction site hours are 8am-6pm Monday - Friday, 8am-1pm Saturday and not at all on Sundays and Bank Holidays. Bonfires are not permitted on site.
- o For major developments only: provide a copy of an asbestos survey; For smaller developments -confirmation that an asbestos survey has been carried out.

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

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

7. In complying with the contaminated land condition parts 1 and 2, reference should be made at all stages to appropriate current guidance and codes of practice. This would include:

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

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

8. The applicant is advised that written schemes of investigation will need to be prepared and implemented by a suitably qualified archaeological practice in accordance with Historic England Greater London Archaeology guidelines. They must be approved by the Local Planning Authority before any on-site development related activity occurs.

9. Demolition should be carried out by an approved contractor and residents notified at least seven days before commencement.

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

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

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

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

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

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

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

11. A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk. Application forms should be completed online via www.thameswater.co.uk.

Please refer to the Wholesale; Business customers; Groundwater discharges section.

12. Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. There may be a legal interest (easements and other rights) in the land that restrict activity in proximity to Cadent assets in private land. The applicant must ensure that the proposed works do not infringe on legal rights of access and or restrictive covenants that exist.

If buildings or structures are proposed directly above the apparatus the development may only take place following diversion of the apparatus. The applicant should apply online to have apparatus diverted in advance of any works, by visiting cadentgas.com/diversions.

Prior to carrying out works, including the construction of access points, please register on www.linesearchbeforeudig.co.uk to submit details of the planned works for review, ensuring requirements are adhered to.

13. Tree and shrub species selected for landscaping planting should provide long term resilience to pest, diseases and climate change. The diverse range of species and variety will help prevent rapid spread of any disease. In addition to this, all trees, shrubs and herbaceous plants must adhere to basic bio-security measures to prevent accidental release of pest and diseases and must follow the guidelines below.

"An overarching recommendation is to follow BS 8545: Trees: From Nursery to independence in the Landscape. Recommendations and that in the interest of Bio-security, trees should not be imported directly from European suppliers and planted straight into the field, but spend a full growing season in a British nursery to ensure plant health and non-infection by foreign pests or disease. This is the appropriate measure to address the

introduction of diseases such as Oak Processionary Moth and Chalara of Ash. All non-British trees to be planted must have been held in quarantine."

14. The Air Quality Stage 4 Review and Assessment for the London Borough of Barnet has highlighted that this area currently experiences or is likely to experience exceedances of Government set health-based air quality standards. A list of possible options for mitigating poor air quality is as follows: 1) Use of passive or active air conditioning; 2) Use of acoustic ventilators; 3) Altering lay out so habitable rooms are sited away from source of poor air quality; 4) Non residential usage of lower floors; 5) Altering footprint by siting further away from source of poor air quality.

For developments that require an Air Quality report; the report should have regard to the air quality predictions and monitoring results from the Stage Four of the Authority's Review and Assessment available from the LPA web site and the London Air Quality Network. The report should be written in accordance with the following guidance: 1) Environmental Protection UK Guidance: Development Control: Planning for Air Quality (2010); 2) Environment Act 1995 Air Quality Regulations; 3) Local Air Quality Management Technical Guidance LAQM.TG(09); 4) London Councils Air Quality and Planning Guidance (2007).

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

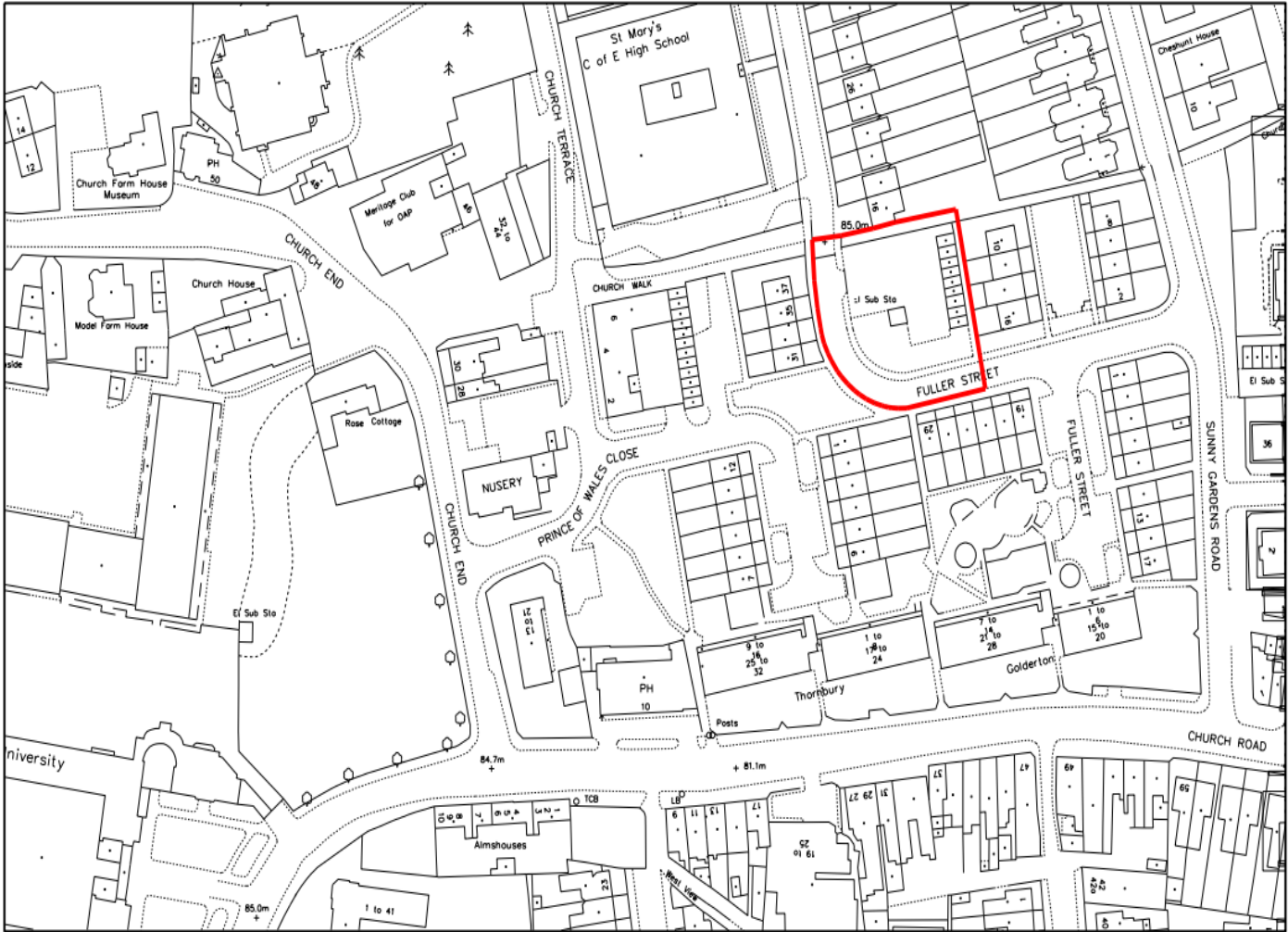
15. The written scheme of investigation will need to be prepared and implemented by a suitably qualified professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.

The archaeological work should include:

Watching Brief

A watching brief involves the proactive engagement with the development groundworks to permit investigation and recording of features of archaeological interest which are revealed. A suitable working method with contingency arrangements for significant discoveries will need to be agreed. The outcome will be a report and archive.

SITE LOCATION PLAN – Reference: 21/4612/FUL



LOCATION: Land at Prince Of Wales Estate, Between Prince Of Wales Close and Fuller Street, Hendon, NW4 4RR

REFERENCE: 21/5061/FUL

Received: 20 September 2021

Accepted: 28 September 2021

Expiry: 23 November 2021

WARD: Hendon

CASE OFFICER: Hardeep Ryatt

APPLICANT: London Borough of Barnet

PROPOSAL: Provision of 76 car parking spaces (39 existing parking spaces to be retained and 37 new parking spaces provided, including 31 car parking spaces to be removed from Fuller Street Public Car Park under LBB Planning Reference 21/4612/FUL), plus creation of informal play-area, public realm improvements and associated landscaping at Prince of Wales Estate

AGENDA ITEM 11

RECOMMENDATION 1:

That the applicant and any other person having a requisite interest in the site be invited to enter into an agreement or unilateral undertaking under Section 106 of the Town and Country Planning Act 1990 and any other legislation which is considered necessary for the purposes of securing the following planning obligations, subject to any changes as considered necessary by the Service Director or Head of Development Management:

1. Legal Professional Costs Recovery
Paying the council's legal and professional costs of preparing the Agreement and any other enabling agreements;
2. Enforceability
All obligations listed below 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. Greenspaces
i) CAVAT payment contribution required to compensate the loss of trees located within the application site, final sum to be agreed.
5. Control Parking Zone (CPZ)
Financial contribution towards Local CPZ monitoring, consultation and implementation, final sum to be agreed.
6. Monitoring Fee
A contribution of £5,000 towards the monitoring of the S106 agreement.

RECOMMENDATION 2:

That subject to Recommendation 1 and upon completion of the agreement specified, the Service Director of Planning and Building Control or Head of Development Management to

approve the planning application reference 21/5061/FUL under delegated powers, subject to the conditions as set out within this report.

That the Committee also grants delegated authority to the Service Director of Planning and Building Control or the Head of Development Management 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).

CONDITION(S) and INFORMATIVES

Please refer to Appendix HR1 at the end of this report for the full list of proposed Conditions and Informatives.

1. MATERIAL CONSIDERATIONS

1.1 Key Relevant Planning Policy

Introduction

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

The development proposals have been carefully considered against the relevant policy criteria and, for the reasons set out in this report, it is concluded that the development would fulfil them to a satisfactory level, subject to the conditions and planning obligations recommended. The proposed development is therefore considered to comply with the requirements of the development plan.

National Planning Policy Framework (2021)

This document replaces the previous version of the National Planning Policy Framework (NPPF) published in February 2019. The NPPF sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced.

The NPPF states at Para 126, "The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities."

In addition, the NPPF retains a "presumption in favour of sustainable development", unless any adverse impacts of a development would "significantly and demonstrably" outweigh the benefits.

The London Plan 2021

The new London Plan which sets out the Mayor's overarching strategic planning framework for the next 20 to 25 years was adopted on the 2nd March 2021 and now supersedes the previous Plan (2016).

The new London Plan policies (arranged by chapter) most relevant though not exclusive to the determination of this application are:

Chapter 1

- GG1 Building strong and inclusive communities
- GG2 Making the best use of land
- GG3 Creating a healthy city
- GG4 Delivering the homes Londoners need
- GG5 Growing a good economy
- GG6 Increasing efficiency and resilience

Chapter 3

- Policy D1 London's form, character and capacity for growth
- Policy D2 Infrastructure requirements for sustainable densities
- Policy D3 Optimising site capacity through the design-led approach
- Policy D4 Delivering good design
- Policy D5 Inclusive design
- Policy D6 Housing quality and standards
- Policy D7 Accessible housing
- Policy D8 Public realm
- Policy D11 Safety, Security and resilience to emergency
- Policy D12 Fire safety
- Policy D14 Noise

Chapter 5

- Policy S1 Developing London's social infrastructure
- Policy S2 Health and social care facilities

Chapter 6

Policy E2 Providing suitable business space

Policy E11 Skills and opportunities for all

Chapter 8

Policy G1 Green infrastructure

Policy G5 Urban greening

Policy G6 Biodiversity and access to nature

Policy G7 Trees and woodlands

Chapter 9

Policy SI 1 Improving air quality

Policy SI 2 Minimising greenhouse gas emissions

Policy SI 3 Energy infrastructure

Policy SI 4 Managing heat risk

Policy SI 5 Water infrastructure

Policy SI 7 Reducing waste and supporting the circular economy

Policy SI 8 Waste capacity and net waste self-sufficiency

Policy SI 12 Flood risk management

Policy SI 13 Sustainable drainage

Chapter 10

Policy T1 Strategic approach to transport

Policy T2 Healthy Streets

Policy T3 Transport capacity, connectivity and safeguarding

Policy T4 Assessing and mitigating transport impacts

Policy T5 Cycling

Policy T6 Car parking

Policy T6.2 Office Parking

Policy T6.5 Non-residential disabled persons parking

Policy T7 Deliveries, servicing and construction

Policy T9 Funding transport infrastructure through planning

Chapter 11

Policy DF1 Delivery of the Plan and Planning Obligations

Barnet Local Plan

The development plan documents in the Barnet Local Plan constitute the development plan in terms of local planning policy for the purposes of the Planning and Compulsory Purchase Act (2004). The relevant documents comprise the Core Strategy and Development Management Policies documents, which were both adopted in September 2012. The Development Management Policies document provides the borough wide planning policies that implement the Core Strategy. These policies will be used for day-to-day decision making.

Although other policies are of relevance, the Local Plan development plan policies of most relevance to the determination of this application are:

Core Strategy (Adopted 2012):

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

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

CS10 (Enabling inclusive and integrated community facilities and uses)
CS11 (Improving health and well-being in Barnet)
CS12 (Making Barnet a safer place)
CS13 (Ensuring efficient use of natural resources)
CS14 (Dealing with our waste)
CS15 (Delivering the Core Strategy)
Development Management Policies (Adopted 2012):

DM01 (Protecting Barnet's character and amenity)
DM02 (Development standards)
DM03 (Accessibility and inclusive design)
DM04 (Environmental considerations for development)
DM13 (Community and education uses)
DM14 (New and existing employment space)
DM16 (Biodiversity)
DM17 (Travel impact and parking standards)

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

Local Supplementary Planning Documents:

Planning Obligations (April 2013)
Residential Design Guidance (April 2013)
Sustainable Design and Construction (April 2013)
Delivery Skills, Employment, Enterprise and Training from Development through S106 (October 2014)

* The Burroughs and Middlesex University Supplementary Planning Document (SPD) has not yet been formally adopted. The Council has been advised by leading and junior counsel that although not adopted, the draft SPD nonetheless may be regarded as a material consideration. The Council has also been advised that the weight to be given to any material consideration is a matter of planning judgement. The draft SPD is yet to be formally adopted. The Chief Executive has also been delegated 'to make any necessary minor changes to the SPD in consultation with the Chairman of the Committee before its final publication'. That process has yet to be undertaken. The draft SPD is also supplementary to proposed policies in the emerging plan (Barnet's Draft Local Plan) some of which are subject to objection and all of which have yet to be subject to independent examination by an inspector at an examination in public. In addition, the draft SPD is currently subject to an application for judicial review. The Council is robustly defending its position and hopes to be successful in those proceedings. However, if the judicial review application were to be successful and if the Council had relied on the draft SPD in the determination in favour of the grant of this application there would be a possible risk that it might be regarded as having contaminated the lawfulness of its decision to grant planning permission. That risk however small can be avoided if the draft SPD is not given any weight. Accordingly, having regard to all of these factors, officers have exercised their planning judgement and have not given the draft SPD any weight in the determination of this application.

As explained above, the SPD has been given no weight in the consideration of this application. As such, the outcome of those judicial review proceedings will not affect any of the conclusions set out in this report.

Mayoral Supplementary Planning Documents and Guidance:

Barnet Housing Strategy 2015-2025
 Accessible London: Achieving an Inclusive Environment (April 2004)
 Sustainable Design and Construction (May 2006)
 Wheelchair Accessible Housing (September 2007)
 Planning for Equality and Diversity in London (October 2007)
 Shaping Neighbourhoods: Play and Informal Recreation (September 2012)
 All London Green Grid (March 2012)
 Housing (March 2016)
 Affordable Housing and Viability (August 2017)
 The Control of Dust and Emissions during Construction and Demolition (July 2014)
 Mayor's Transport Strategy (2018)

Barnet's Local Plan (Reg 22) 2021

Barnet's Draft Local Plan on 26th November 2021 was submitted to the Planning Inspectorate for independent examination which will be carried out on behalf of the Secretary of State for the Department of Levelling Up, Housing and Communities. This is in accordance with Regulation 22 of the Town and Country Planning (Local Planning) (England) Regulations 2021 (as amended).

The Regulation 22 Local Plan sets out the Council's draft planning policy framework together with draft development proposals for 65 sites. 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 has been taken of the policies and site proposals in the draft Local Plan limited weight has been given to the draft Local Plan in the determination of this application (see further below).

The sites identified in the Reg 22 Local Plan Schedule of Proposals and which remain relevant to the Hendon Hub regeneration project and the current set of planning applications are tabled below:

Site No.	Site Address	Indicative Units
35	Egerton Gardens Car Park, The Burroughs	23 (69 student)
36	Fenella, The Burroughs	60 (180 student)
38	Ravensfield House, The Burroughs	84 (252 student)
40	Meritage Centre, Hendon	36 (108 student)
41	PDSA and Fuller St Car Park, Hendon	12 (36 student)

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.

Environmental Impact Assessment Regulations (2017)

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

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

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

The Regulations apply to two separate lists of development project. Schedule 1 development for which the carrying out of an Environmental Impact Assessment (EIA) is mandatory and Schedule 2 development which require the carrying out of an EIA if the particular project is considered likely to give rise to significant effects on the environment. The proposed development does not fall within Schedule 1 of the regulations.

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

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

Given the nature and scale of the development, it was common ground with the applicant that the application would need to be accompanied by an ES in line with the Regulations.

An EIA Scoping Report was submitted to the London Borough of Barnet (LBB) as the relevant local planning authority (LPA) by GL Hearn on behalf of the London Borough of Barnet (LBB) as the 'Applicant'. The Report requested an EIA Scoping Opinion (under Section 13 of the Regulations) in respect of information required to be submitted in support of planning application(s) for the redevelopment of a number of sites within the Hendon area.

These would come forward as separate planning applications, however given the proximity and interconnection of these sites, for the purposes of EIA Regulations, they collectively are considered to constitute a single development known as the 'Hendon Hub'. The Local Planning Authority subsequently issued a Scoping Opinion in May 2021 confirming that the proposed scope of the ES was acceptable.

In consideration of the policy and guidance the Hendon Hub Project comprises a series of separate sites, the SR considered it was not necessary for each site to fall within the consideration and assessment of the EIA. This would enable the EIA to focus on the sites and proposals that are considered likely to give rise to significant environmental effects given the size of the site and the scale and nature of the proposals for the site. Accordingly, the Scoping Opinion confirmed that some of the smaller sites could be scoped out of the EIA. This site is one of those sites which was scoped out.

Though this site was scoped out of the EIA, a precautionary approach was taken and it was nonetheless included within the cumulative assessment in the ES. The cumulative assessment concluded that there would be no residual significant environmental effects from the project as a whole, including the site. This conclusion supports the original assessments undertaken and detailed in the Scoping Report.

There are no designated or non-designated heritage assets on or near the replacement car park site. The site partially falls within an area of 'Special Archaeological Significance' (the western part of the site which will be subject to landscaping improvements and will not contain the proposed surface level car park which is proposed on the eastern side of the site and falls outside of the SAS). The SAS designation does not automatically indicate the presence of archaeological remains but rather it suggests an increased probability of finding remains when compared to areas that fall outside SAS. This increased probability is based on historical archaeological findings near areas of SAS. A desk based archaeology assessment was carried out in support of the planning application (see attached). It concluded that there is no indication that archaeological deposits are present on the site which would merit preservation in situ, and this informed the scoping decision.

2. PLANNING CONSIDERATIONS

2.1 Background & Site Context

The Hendon Hub Project consists of 7 separate sites which will see proposals for development, refurbishment and landscaping focused primarily in and around The Burroughs area in Hendon. The sites are principally focused around the civic centre of Hendon, running along the west and east sides of The Burroughs from Watford Way in the south to Church Road in the north.

The Burroughs (A504) is a major road that connects the A41 (Watford Way) through to Finchley in the north east. At the southern end of The Burroughs is the Burroughs Conservation Area. This broadly extends from Watford Way in the south to St Josephs Grove in the north in linear form.

To the north of St Josephs Grove is the civic core to Hendon, characterised by larger civic buildings which include Hendon Town Hall, Hendon Library on the western side of The Burroughs and Middlesex University Buildings to the east. There are also several listed buildings in this area, the Town Hall, Public Library, and Fire Station.

To the north of The Burroughs is Church Road. This area is the southern extent of the Hendon Church End Conservation Area. Hendon Church End is a linear

development, with St Mary's Parish Church at its heart, and links Church Road to the south with Watford Way to the west.

The Hendon Hub Project led by Barnet Council as applicant, is a significant Regeneration Project that would integrate new academic, community, retail and civic spaces along The Burroughs and other nearby sites to enhance and lift this important area of Hendon.

The 7 planning applications which have been submitted and form the Hendon Hub project are:

21/4709/FUL – Ravensfield & Fenella (R&F)

Three new buildings providing a mix of student accommodation, affordable housing, new teaching and student facilities, with community and retail uses at street level. There will also be two important new civic buildings; the relocated Hendon Library and the new Arts and Creative Industries (ACI) facility.

21/4722/FUL – Meritage Centre (MC)

Redevelopment which will deliver new student accommodation, a healthcare-based community use and new shared accommodation for young adults.

21/4723/FUL & 21/4724/LBC – Building 9/Hendon Library (B9)

New grade A teaching Facility for Middlesex University.

21/4612/FUL – Fuller Street (FS)

New building to house the re-located PDSA (Pet Hospital).

21/4613/FUL – Former Quinta Club

Change of use and refurbishment of the existing building for the relocation of Schools Libraries Resource Service (SLRS)

*21/5054/FUL – Linear Woodland**

Landscaping proposals including the installation of wayfinding signage, new lighting, improvements to the existing public footpath and creation of a new public footpath.

* - This application has been formally withdrawn as requested by the applicant.

21/5061/FUL – Land @ Prince of Wales Estate (this application report)

Provision of car parking and creation of informal play areas and landscaping works.

Hendon Hub Masterplan:



2.2 **Site Description**

The land to which this proposal relates lies entirely within the London Borough of Barnet. The site can essentially be split into 3 areas within the Prince of Wales estate. Principally the estate sits between Fuller Street to the north and Church Road to the south.

To the eastern edge is the existing car park at the Fuller Street cul-de-sac, which provides 25 car parking spaces. This also has a play area however is a non-functional and outdated play area for the residents. The existing play area is formed of a concrete mound to the centre of the site with a stepped seating area and low retaining walls. The hard-standing is surrounded by grass verges which back on to residential

back gardens to the north and a bin store to the south. This area covers approximately 1600sq.m

There is an existing pedestrian through-way which links the Fuller Street *cul-de sac* to the Prince of Wales Close hammerhead to the west, which has 14 car parking spaces. The existing pedestrian walkway is narrow and obstructed by stores and drying areas.

The site is located within Flood Zone 1 and does not contain any locally or statutorily listed buildings nor does it fall within a designated conservation area.

The site is located within Flood Zone 1 and has a PTAL rating of 2 (poor).

2.3 Proposed Development

This application seeks planning permission to create 30 additional parking spaces in the Fuller Street Cul-de-sac and 7 spaces in the Prince of Wales Close hammerhead. A net increase in the total car spaces of 37.

The provision of the additional car parking spaces would replace the 31 car parking spaces removed from the Fuller Street car park just to the north. This car park would be redeveloped as part of the proposal to reaccommodate the People's Dispensary for Sick Animals (PDSA), under planning application 21/4612/FUL. The remaining 6 new car spaces are to mitigate the loss of parking from the re-development of the Meritage Centre site, under planning application 21/4722/FUL.

Therefore, it has been demonstrated that there would be no net loss in overall residential car parking spaces as a result of the Hendon Hub Regeneration scheme.

In addition to delivering the required car parking provision, the applicant is also proposing to regenerate and revitalise the current low quality open spaces with enhanced informal play area and landscaping with improvements to the public realm.

2.4 Relevant Planning History

There is no strategic planning history relevant to the application site other than the formal scoping opinion:

Reference: 21/2885/ESC

Address: Hendon Hub In And Around The Burroughs, Church Road And Church End
Hendon London NW4

Decision: Statement Scope Acceptable

Decision Date: 16 July 2021

Description: Environmental impact assessment scoping opinion

From the search of council records, there are no other applications considered to be directly relevant to this application.

2.5 Pre-application Consultation by the Applicant

A Public Consultation Report has been submitted with the planning application, prepared by GL Hearn, which outlines the public consultations which the applicant's agent has carried out prior to the submission of the application.

The report details for example:

- 14-week non-statutory public consultation period ran from 27 February 2021 to 7 June 2021, with the aim to obtain feedback from local residents and stakeholders.
- A project website was set-up (www.hendonhub.co.uk) to allow people to find out more about the consultation and feedback via the online survey.
- A total of eight online presentations were held via Zoom and an additional four in-person events were held at the Scholars Courtyard at Middlesex University during the week commencing 17 May 2021.
- Leaflets were delivered to over 13,000 addresses (including residential and business addresses) in the Hendon and West Hendon wards.
- At the same time the leaflets were distributed, press releases were issued to local news media.
- The applicant (LBB) promoted the project and consultation events through its own social media channels, including its corporate Facebook and Twitter accounts.
- The University has also been undertaking its own local engagement in parallel to the work being carried out by the applicant's project team.
- The Barnet Libraries team also undertook its own consultation exercise in parallel to the main consultation.

2.6 Public Consultations

As part of the consultation exercise, 1061 letters were sent to neighbouring properties and residents. In addition, the application was advertised in the local press and site notices were posted. At the time of preparing this report a total of 148 letters of objection were received.

2.6.1 Public Objections:

The letters of objection received relating to this application and site are summarised as follows:

- Considerable opposition to these developments by residents, so should be refused.
- Sites are not brownfield or unused sites.
- Hendon Masterplan with its 8 applications is a development proposal that is not supported by a formally adopted SPD nor the new Local Plan (currently at Reg 19 Stage).
- Application must be judged against the adopted 2012 Local Plan and existing policies.

- The area is being overtaken by the University, overcrowding and overdevelopment.
- No need to move the PDSA, if this is not built then no need for the car parking spaces at the alternative site.
- This will result in overcrowding, increased noise, littering, antisocial behaviour, crowded pavements, more traffic and congestion.
- There is only a nominal increase in car parking spaces, it is not enough. Car parking spaces on this site have only been created because 31 spaces are being removed from Fuller Street Car Park. There is an increase of only 6 car spaces in total.
- This area has been neglected for so many years and works only being done now to accommodate the university not for the residents.
- The aim to revitalise Prince of Wales should focus on improving the existing community facilities, not burdening it with parking pressure.
- Fuller Street car park only accessible from Fuller Street.
- Litter is still going to be a problem in the area. Council have neglected the Fuller Street communal gardens for years. Shrubs in the play area are overgrown.
- Poorly designed parking too close to play areas, not safe.

2.6.2 Neighbouring/Residents Associations & Local Amenity Groups:

Vivian Avenue Residents Group:

As a group of residents living in Vivian Ave area, we are aghast that the Hendon Hub plans were not notified to our households.

We strongly object to this application which forms a key part of the Hendon Hub development.

This development has not been properly addressed nor correctly presented to the community at the POW Estate. The walkabout with landscaping architect on designing the area highlighted issues of security, opportunities for criminal activity in the area, the shabbiness of some areas and lack of maintenance on parts of the estate. The resulting application is the beautifying of certain areas but really the objective is to get 36 EXTRA car park spaces on site (to re-provide for those kicked off at Fuller Street car park).

We object to putting more cars onto the site without proper consideration to the play area immediately next to it, where safety of congregating children and youngsters matters most. There are mature trees in the grass mound near the Meritage Centre site so that area can only have limited works done to it. Is it even possible to alleviate the vehicle congestion that is bound to happen with 76 car park spaces in the POW WITHOUT another access or egress point? The access and egress point must also not cause other new issues e.g. loss of TPO trees or longstanding vegetation or more concrete structures. Illegal parking by other motorists if a CPZ is in place will also

cause upsets, inconvenience and confrontations. Students not having parking permits is not a failsafe system. There are ways to get around this.

If there was a real concern to improve POW Estate, extra 36 parking spaces would not be the choice move to make. A new and proper playground would be more welcomed with security lights, more open areas to discourage criminal behaviour.

With this application and the rest of the Hub applications, the estate will become more congested with cars and people and will be a magnet for problems

Officer Comment

Vivian Avenue is located some distance away from the application site beyond the consultation radius of the planning application. Nevertheless these representations have been taken into account and are considered within the relevant sections of this report and which form part of the assessment set out below.

The Burroughs Residents Association:

No comments received.

The Barnet Society:

No comments received.

2.7 Responses from External Consultees

Transport for London (TfL)

No objections and proposals should align with the London Plan requirements for disabled parking and electric charging.

Officer Comment:

Appropriate conditions will be added, please see relevant section later in this report.

Cadent Gas Ltd

No objection, informative note required.

To prevent damage to our assets or interference with our rights, please add the following Informative Note into the Decision Notice:

Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. There may be a legal interest (easements and other rights) in the land that restrict activity in proximity to Cadent assets in private land. The applicant must ensure that the proposed works do not infringe on legal rights of access and or restrictive covenants that exist.

If buildings or structures are proposed directly above the apparatus the development may only take place following diversion of the apparatus. The applicant should apply online to have apparatus diverted in advance of any works, by visiting cadentgas.com/diversions.

Prior to carrying out works, including the construction of access points, please register on www.lineearchbeforeudig.co.uk to submit details of the planned works for review, ensuring requirements are adhered to.

Historic England – GLAAS

No objection – recommended Archaeological Condition:

No demolition or development shall take place until a written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, which shall include the statement of significance and research objectives, and

A. The programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works

B. Where appropriate, details of a programme for delivering related positive public benefits

C. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI

Reason: This pre-commencement condition is necessary to safeguard the archaeological interest on this site. Approval of the WSI before works begin on site provides clarity on what investigations are required, and their timing in relation to the development programme. If the applicant does not agree to this pre-commencement condition please let us know their reasons and any alternatives suggested. Without this pre-commencement condition being imposed the application should be refused as it would not comply with NPPF paragraph 205.

Informative:

The written scheme of investigation will need to be prepared and implemented by a suitably qualified professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.

The archaeological work should include:

Watching Brief

A watching brief involves the proactive engagement with the development groundworks to permit investigation and recording of features of archaeological interest which are revealed. A suitable working method with contingency arrangements for significant discoveries will need to be agreed. The outcome will be a report and archive.

Officer Comment

These comments are duly noted and the requested condition and informative shall be added.

MET Police – Secured by Design

No objections.

This proposal involves the redesign of the car park and play area within the Prince of Wales Estate. It is important to note that these areas are publicly accessible 24/7 and do not benefit from a secure and enclosed resident's courtyard. There are a number of benches and raised planters proposed for this site. Seating can attract loitering, and although these seats may be legitimately used by the local community, it is possible that they may also be misused by others, especially in hours of darkness. It is important to ensure that any seating is installed upon a 'flexible' basis, for example, should one or more of the benches be repeatedly misused by a perpetrator(s) such as street drinking, drug use etc, they can be removed either temporarily or permanently as the case may be. Seating must also be well-illuminated and not concealed behind any tall boundaries or foliage. It is positive that safety and security is at the forefront of the architects thinking, as they have allowed for good clear lines of sight and removal of any potential areas of concealment.

It is commendable that the applicant's DAS makes reference to the use of 2m+ clear stems for trees and reduced height of 1m for bushes/shrubs etc. This all aids levels of natural surveillance and lines of sight. It is important that soft landscaping for the proposal does not adversely obstruct levels of light, any formal surveillance such as CCTV and so on.

It is recommended that any lighting here is provided through column lighting and not solely via bollard lighting. As above for the linear woodland proposal, bollard lighting is easily damaged and does not provide sufficient illumination for crime prevention purposes within the public realm. Column lighting is recommended from a height of at least 3m+ (to help prevent vandalism). It is also advisable that each column light includes a 'commando socket' so that if there are any future issues in this area, a temporary or permanent CCTV system can be installed relatively easily to help deter potential misuse.

The 'Radburn' style design of this estate can be problematic to the extent that vehicles and some play areas are not central to the development and located some distance away from levels of natural surveillance from the residential units, thus becoming more isolated and potentially open to misuse or crime and disorder such as vehicle crime etc. Formal surveillance such as CCTV and signage can help to protect against incidents such as this.

It is positive to see that the plans include some fencing treatments to 2.4m as this height can help to protect against intrusion and climbing into any other more vulnerable areas.

With the DAS making reference to potential misuse of the residential car park such as students exploiting this car park with their own vehicle, it is important that clear rules, signage and potential enforcement via a parking strategy is included to help prevent misuse of the car park and potential frustration and conflict between residents and any perpetrator. The use of differing materials to help demarcate between the public highway and private residential car park is also beneficial to help to deter misuse.

Officer Comment

These comments are noted and full details for lighting, bench equipment, boundary treatments etc. can be secured by conditions.

Highways England

National Highways raises no objection.

2.8 Responses from Internal Consultees

Ecology

No objections, the proposed development has been reviewed and is considered acceptable subject to a number of standard conditions and informatives, which will be included. The detailed comments are set out in the relevant section of this report.

Environmental Health

No objections. The proposed development has been reviewed in regard to noise, air quality, overheating, contaminated land and is considered acceptable subject to a number of conditions and informatives, which will be included.

Arboriculturalist

No objections. The proposal requires the removal of established trees. Compensation for this loss in accordance with the Council's adopted tree policy must be made. The Capital Asset Value for Amenity Trees (CAVAT) value of the tree will be required to mitigate the loss, and the money received used to support the planting targets.

The soft and hard landscape scheme will require alterations so that the plantings will provide the promised long term objectives.

Subject to the above CAVAT payment, recommend conditions relating to:

- Levels
- Hard & Soft landscaping
- Excavation for services
- Pre-commencement, Tree protection
- Landscape management

Policy

No objections.

Planning Documents considered in assessing the applications

- NPPF
- The London Plan 2021
- The Barnet Core Strategy
- The Barnet Development Management Policies

See comments on the SPD at 1.1 above.

Car Parking (London Plan Policy T6.1)

The parking spaces proposed are replacement space for those lost from the Fuller Street Car Park. The provision of these car parks will ensure that there is adequate off street car parking in the area. To be in accordance with Residential Parking London Plan Policy T6.1 C which requires 20% of spaces to have active charging facilities for ultra-low emission vehicles, with passive provision for all remaining spaces.

Play area (London Plan Policy S4, Local Plan Policy DM15 and draft policy CDH07)
London Plan and Local Plan policies promote the provision of children's play facilities.

Biodiversity

There is a projected 26.27% net gain in biodiversity as a result of the proposed planting as part of this application.

Heritage

No objections raised, does not have heritage implications.

This site lies outside of the Church End, Hendon Conservation Area.

Transport and Regeneration

Summary - No objections. The development is acceptable on transport grounds subject to planning conditions. The detailed comments provided by transport officers has been incorporated in the highways section of this report.

Drainage/SuDs

No objections, however further details and information are required therefore have requested this is controlled by condition.

3. PLANNING ASSESSMENT

3.1 Principle of development

Car Parking

The proposal seeks to re-provide the existing car parking space from the Fuller St car park a short distance away to the Fuller Street *cul-de sac*, with one relocated to the Prince of Wales hammerhead just to the west. There would be no net loss in overall car parking spaces. In addition the proposed development involves improvements and enhancements to existing open spaces and informal areas which are currently underutilised. Therefore the principle uses have already been established and there are no "in principle" objections.

Taking a broader view, Policy DM13 of the Local Plan requires the re-provision of community facilities with at least an equivalent quality or quantity of floorspace and should be provided at the site or in a suitable alternative location. The existing PDSA site directly to the west and within the Meritage Centre site, forms part of the wider Hendon Hub regeneration project. This would be relocated to a new modern purpose built building for the PDSA at the Fuller Street car park site, providing a significant uplift in not only the quantum of floor space but also quality of space. This is being considered under application 21/4612/FUL.

The existing 31 car parking spaces which would be lost would be relocated and fully reprovided as part of this planning application, as part of a coordinated strategy of re-provision and enhancement. This is being proposed along with public realm improvements. These applications including all the Hendon Hub applications, confirm

that there would be an overall net increase of community use (and teaching) floorspace provided by the Hendon Hub Regeneration project.

Therefore, taking all matters into consideration the proposed enhancements are deemed acceptable there are no “in principle” objections to the proposed development.

3.2 Transport / Highways

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.

The application was accompanied with a Transport Assessment which has been reviewed by the council’s transport highway officers who have provided detailed comments as set out below. Officers conclude that the development is acceptable on transport grounds as set out below. Reference should also be made to the comments provided for the Fuller Street car park application, 21/4612/FUL.

Existing Conditions

The site is currently used as a car park which has 25 spaces, bin store and open community space.

TfL’s WebCAT tool indicates that the site has a PTAL value of 2 which is a below average level of accessibility. Taking this into account, measures that seek to improve the public transport accessibility and active travel credentials of the site should be a priority in order to deliver a sustainable development in transport terms.

Parking occupancy surveys were undertaken with the following noted:

- June 2020: average occupancy 72%
- October 2020: average occupancy 85%
- March 2021: average occupancy 54%

During this time the area has changed from having no parking regulation (June and October 2020) to a Control Parking Zone (CPZ) in February 2021.

Baseline Transport Data

The Personal Injury Accident (PIA) review that has been provided is based on the “Crashmap” database and therefore does not provide sufficient details as to the exact nature of the incidents and possibly does not contain the most current data. The TA concludes that “the data does not suggest that there are any safety issues that need to be taken account of and resolved as part of the re-development proposed for the

site.” LBB do not necessarily dispute this matter however are unable to verify this based on the current available data and therefore have requested additional information to support this.

Proposed Development

The proposals seek to re-provide the existing car parking space from FSCP primarily to the south-east into the Fuller Street estate (30 out of the 31 being lost), due to the PDSA moving to the existing FSCP. A total of 55 parking spaces will be provided in this area (25 existing parking spaces and the addition of 30 new spaces lost by the change of use of FSCP). A further 1 additional space will be re-provided within the Prince of Wales estate to bring the total to 31 spaces ensuring no net loss of parking.

The redevelopment of the Fuller Street cul-de-sac will increase the number of parking spaces from 25 to 55 therefore mitigating the loss of parking as a result of the change of use of the FSCP site to accommodate the PDSA. There are an additional 7 spaces to be provided within the Prince of Wales estate (1 to replace the remaining FSCP space being lost and 6 to mitigate the loss of parking from the re-development of the Meritage Centre site). It is stated that there will be no net loss in overall residential car parking spaces as a result of the scheme.

Car Parking

It is considered that the proposed development should help enable a further review of the CPZ scheme in order to address the above potential concerns. LBB to request a financial contribution towards a CPZ review/upgrade (secured via s106 agreement).

General Layout

The vehicle / pedestrian and vehicle / vehicle visibility splays should be shown on plan to demonstrate that there would be no obstructions to visibility requirements (based on 85th percentile speeds) and that the required safety requirements are met.

The site layout plan should be fully dimensioned to help with the review process with swept path analysis provide were appropriate (e.g. carriageway / aisle / access / footway widths, car parking bays etc.).

Prior to commencement of development any improvement works / physical changes are proposed to the highway infrastructure to be subject to a s278 agreement.

Prior to the commencement of the development, details of any highways to be stopped under Section 247 of the Town and Country Planning Act shall be submitted to and agreed with the Local Planning Authority.

Car Parking Design and Management Plan

A Car Parking Design and Management Plan should be conditioned as part of the planning consent. This would detail how the car parking supply will be designed / controlled / managed. As part of the car parking management plan, the condition will ensure appropriate levels of disabled parking (10%) and electric charging points both active (20%) and passive are provided.

Construction

A Construction Logistics Plan (CLP) along with a Construction Worker Travel Plan (CWTP) should be conditioned as part of the planning consent. This should take into account the cumulative impacts of works in the surrounding area.

S.106

- CPZ Monitoring contribution

Proposed Conditions

- Construction Logistics Plan
- Car Park Management Plan
- Disabled Parking and EVCP provision to London Plan Standards
- Cycle Parking to London Plan Standards
- Swept Path analysis
- Prior to commencement of the development the vehicle / pedestrian and vehicle / vehicle visibility splays should be shown on plan to demonstrate that there would be no obstructions to visibility requirements (based on 85th percentile speeds) and that the required safety requirements are met.
- Prior to the commencement of the development, details of any highways to be stopped under Section 247 of the Town and Country Planning Act shall be submitted to and agreed with the Local Planning Authority.

3.3 Landscaping, Trees and biodiversity

The “sustainable development” imperative of NPPF includes enhancing the natural environment and improving biodiversity. London Plan 2021 states that development proposals, where possible, should make a positive contribution to the protection, enhancement, creation and management of biodiversity. Barnet Local Plan policy DM16 states that when it is considering development proposals the council will seek the retention, enhancement or creation of biodiversity.

Landscaping

The submitted Design and Access Statement provides a comprehensive and detailed breakdown of the proposed landscaping and open space provision. The proposals focus on improving and increasing green space and biodiversity within the estate. The proposals will significantly improve residents’ access to high quality green space, which would be attractive and safe. The design has encouraged natural surveillance and improved view lines for key pedestrian routes.

Paving materials would complement the wider masterplan proposals and ensure durability. Street clutter will be kept to a minimum, proposed furniture will be carefully considered and be multi-functional. Street furniture will also be part of a coordinated suite of features that will help strengthen the sense of place for the area. Officers note the comments made by the MET’s DoC officer and will ensure appropriate street furniture is incorporated through conditions.

The landscape proposals are designed to benefit the whole community creating a high quality public realm with improved play offer for children.

The existing link towards the amenity spaces has been improved. Redesign of existing bin stores and drying areas has created long linear unobstructed views between the two proposed amenity space improvements. The bin stores would be treated with new, high quality fence lines with lockable gates to reduce fly tipping. New wooden screening with additional planting is also proposed to reduce their visibility to residents.

All external spaces of the development in both public and private areas are designed to not exceed 1 in 20 gradients. The design approach of the landscape ensures it is accessible and usable by all.

Trees

An Arboricultural Impact Assessment has been prepared to support the application. This assessment concludes that 2 trees are to be removed and 48 trees to be planted, resulting in a net gain of 46 trees. There is a projected 26.27% net gain in biodiversity as a result of the proposed planting as part of this application.

The proposed development has been reviewed by the council's Arboriculturalist who has no objections to the scheme. This is however subject to the payment of an agreed Capital Asset Value for Amenity Trees (CAVAT) value for the two trees that would be removed. Additional detailed comments have been made with specific regard to species proposed and such details would therefore be secured through conditions as part of a detailed landscape strategy and management plan.

Ecology

The Council's Ecology Consultants have reviewed the submitted Preliminary Ecology Appraisal Report and have raised no objections.

There is 1 statutory site within 2km; Brent Reservoir Welsh Harp SSSI and LNR is 1.6km south west. We are satisfied that the site will not be affected by the proposal and that the evidence provided by the applicant is sufficient to address potential impacts and implications on biodiversity receptors. The site is within the IRZ of Brent Reservoir/ Welsh Harp but does not fall within the criteria of consultation with Natural England.

The scheme also falls near 14 local sites of nature conservation interest however, these are separated functionally by the urban environment; therefore, impacts are considered negligible.

We are satisfied that the net 26 – 27%% Gain in Biodiversity adequately demonstrates post development gains in biodiversity.

Nesting birds

Trees and scrub are likely to contain nesting birds between 1st March and 31st August inclusive. Trees and scrub are present on the application site and are to be assumed to contain nesting birds between the above dates, unless a recent survey has been undertaken by a competent ecologist to assess the nesting bird activity on site during this period and has shown it is absolutely certain that nesting birds are not present.

Hedgehogs and other mammals

Vegetation clearance should be undertaken in a sensitive manner to allow terrestrial mammals to disperse. Any excavations that need to be left overnight should be covered/fitted with mammal ramps to ensure that any animals that enter can safely escape. Any open pipework with an outside diameter of greater than 120 mm must be covered at the end of each workday to prevent animals entering/becoming trapped or ensnared.

Proposed Planning Permission Conditions

Lighting

Please attach a condition on lighting strategy that it must be designed and used to minimise impacts on bats and their insect food. All exterior lighting should follow the guidance of the Bat Conservation Trust. Current (June 2014) advice is at <http://www.bats.org.uk/>. The lighting strategy should be submitted to the LPA for approval.

Biodiversity Enhancement Recommendations

In line with the National Planning Policy Framework (NPPF 2021) in aiming to achieve sustainable development and the obligations on public bodies to conserve and enhance biodiversity as required by the Natural Environment and Rural Communities (NERC) Act 2006 please ensure that the Biodiversity Enhancement Recommendations in Section 5 are adhered to and enforced through a suitably worded condition or conditions.

Accordingly, it is considered that the proposal is acceptable in ecological terms and appropriate details can be secured via conditions.

Archaeology

As the submission conforms, the application site does lie in an area of archaeological interest (Archaeological Priority Area). A Desk-Based Archaeology Assessment was produced to identify the archaeological potential of deposits on the application site and consider the proposed scheme's likely impact on them.

Accordingly, The Greater London Archaeological Advisory Service (GLAAS) was consulted on this application and they have confirmed there are no objections to the proposal and have requested an archaeological condition which would provide an acceptable safeguard. This will therefore be included.

Environmental Considerations

The proposal and submission details have been reviewed by the Council's Environmental Health team. The proposal is considered acceptable, and the details provided sufficient to all the scheme subject to conditions. Accordingly, appropriate conditions will be included to ensure all details and mitigation measures are secured.

3.4 Flood Risk / SUDS

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".

A Drainage Statement prepared and reviewed by the Council. The Council's drainage team have confirmed that the proposed details are acceptable in principle and therefore the details would be secured via condition.

4. **Equality and Diversity Issues**

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

- (a) *eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;*
- (b) *advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;*
- (c) *foster good relations between persons who share a relevant protected characteristic and persons who do not share it.*

For the purposes of this obligation the term "protected characteristic" includes:

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

In considering this application and preparing this report, Officers had regard to the requirements of this section having particular regard to any potential impacts upon "protected characteristics". Officers have concluded that a decision to grant planning permission for this proposed development will comply with the Council's statutory duties under this legislation.

It is noted that, in particular, access around the external spaces of the Prince of Wales estate development are proposed to meet the requirements of "Access to and use of buildings, ADM of The Building Regulations 2010" and the guidance of BS 8300. All external spaces of the development in both public and private areas are designed to not exceed 1 in 20 gradients. The design approach of the landscape ensures it is accessible and usable by all. As such, pathways and other hard standings are proposed to have firm, level and slip resistant surfaces meeting BS8300-1:2-18. Dedicated disabled parking spaces will be provided in convenient locations and details secured through conditions.

Surface materials have been chosen to avoid loose or uneven materials that may be difficult for wheelchair users, people with walking aids and cane users. Visually contrasting paving will be laid throughout the POW scheme to variate between different accesses as required.

Officers conclude that overall there is no adverse equality impact from this application. The proposals are considered to be in accordance with national, regional and local policy by establishing an inclusive design, providing an environment which

is accessible to all. Officers conclude that the proposed development will overall contribute to the objectives of the legislation.

In addition, officers have also considered the proposal in terms of the Human Rights Act 1998 (HRA 1998) and in particular but not only, articles 8 (respect for home and family life) and 14 (non discrimination) of the European Convention on Human Rights (ECHR). Officers consider that granting planning for this development proposal would not breach the ECHR or the HRA 1998.

5. Crime and Disorder

Section 17 of the CDA requires local authorities to consider the crime and disorder implications of their decision. As specified earlier in this report, the crime prevention officer of the metropolitan police was consulted on this application and responded advising that the application has taken designing out crime into account in the design of the proposal. The Secured by Design Officer raises no objections to the proposal given the applicant has identified areas of concern and addressed these matters through the improvements to the public realm. These matters have therefore been carefully considered and the proposal is in full accordance with Section 17 of the CDA.

6. Conclusion

Overall, having taken all material considerations into account, it is considered that the proposed development is acceptable and would not be in conflict with the development plan as a whole. The development would re-provide car parking for local residents and provide significant improvements to the public realm including the enhanced provision of outdoor space for all ages. There are no material considerations against the proposal which would outweigh the presumption in favour of the grant of planning permission. Indeed, in addition the site forms part of the Hendon Hub Regeneration Project which aims to deliver a number of wider benefits which are material to the consideration of this applications also set out below:

- Maximising the reuse of previously developed land for housing and social infrastructure – as part of the wider regeneration project.
- Optimisation brownfield sites to help deliver a total 565 student units with 50% affordable (equal to 226 conventional housing units towards the council's 5YHLS).
- As part of the wider of regeneration project, significantly enhanced teaching space and ancillary facilities. The University is one of Barnet's largest employers, employing c.1,500 local and London-based staff.
- Re-providing improved community space and allowing for the release of sites for redevelopment. Including the rehousing of Hendon Library and SLRS into significantly improved modern facilities.
- 100% "affordable" purpose-built supported accommodation.

- Enhanced landscaping across the whole masterplan area.
- Public Access to be secured for both the existing Hendon Library and new modern facilities such as the ACI (Arts and Performance Theatre).
- S106 contributions.
- Economic effects on local and regional economy during construction and operational use, e.g. job creation, wages etc.
- Community Infrastructure Levy (CIL) contributions to improve local infrastructure – as part of the wider regeneration project.

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the Council to determine any application in accordance with the statutory development plan unless material considerations indicate otherwise. All relevant policies contained within the development plan, as well as other relevant guidance and material considerations, have been carefully considered and taken into account by the Local Planning Authority. It is concluded that the proposed development overall accords with the relevant development plan policies. There are no material considerations against the proposal which would outweigh the presumption in favour of the grant of planning permission. It is considered that there are material planning considerations which justify the grant of planning permission. Accordingly, subject to the satisfactory completion of the Legal Agreement, **APPROVAL** is recommended subject to conditions as set in Appendix HR1.

APPENDIX HR1 – 21/5061/FUL

CONDITION(S) and INFORMATIVES

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

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

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

HH-GH-XX-00-DRG-LA-05	PRINCE OF WALES ESTATE RED LINE BOUNDARY
HHPW-GLH-00-XX-DR-L-1000	EXTERNAL WORKS GENERAL ARRANGEMENT 1 OF 2
HHPW-GLH-00-XX-DR-L-1001	EXTERNAL WORKS GENERAL ARRANGEMENT 2 OF 2
HHPW-GLH-00-XX-DR-L-1002	EXTERNAL WORKS SOFT LANDSCAPE PROPOSALS 1 OF 2
HHPW-GLH-00-XX-DR-L-1003	EXTERNAL WORKS SOFT LANDSCAPE PROPOSALS 2 OF 2
HHPW-GLH-00-XX-DR-L-1004	EXTERNAL WORKS TREE FELLING & RETENTION
HHPW-GLH-00-XX-DR-L-1005	EXTERNAL WORKS EXISTING CAR PARKING PROVISION
HHPW-GLH-00-XX-DR-L-1006	EXTERNAL WORKS SITE WIDE CONTEXT GENERAL ARRANGEMENT PLAN

- Design and Access Statement
- Drainage Strategy (SuDs) and Foul Water Assessment
- External Lighting Statement
- Utility Infrastructure Report
- Energy Statement
- Lighting Statement
- Arboricultural Impact Assessment Report
- Air Quality Assessment
- Geo-Environmental Desk Study
- Desk Based Archaeology Assessment
- Preliminary Ecological Appraisal Report
- Transport Assessment

Reason: For the avoidance of doubt and in the interests of proper planning and so as to ensure that the development is carried out fully in accordance with the plans as assessed in accordance with Policies CS NPPF and CS1 of the Local Plan Core Strategy DPD (adopted September 2012) and Policy DM01 of the Local Plan Development Management Policies DPD (adopted September 2012).

3. a) No development shall take place until details of the levels of the car parking areas, open spaces, and footpath(s) in relation to the adjoining land and highway(s) and any other

changes proposed in the levels of the site have been submitted to and approved in writing by the Local Planning Authority.

b) The development shall thereafter be implemented in accordance with the details as approved under this condition and retained as such thereafter.

Reason: To ensure that the development is carried out at suitable levels in relation to the highway and adjoining land having regard to drainage, gradient of access, the safety and amenities of users of the site, the amenities of the area and the health of any trees or vegetation in accordance with policies CS NPPF, CS1, CS5 and CS7 of the Local Plan Core Strategy (adopted September 2012), Policies DM01, DM04 and DM17 of the Development Management Policies DPD (adopted September 2012), and Policies D4, D5, D8 and G7 of the London Plan 2021.

4. a) A scheme of hard and soft landscaping, including details of existing trees to be retained and size, species, planting heights, densities and positions of any soft landscaping, including details of all perimeter fencing, details of the tree planting pits within hard and soft landscaped areas that provide high quality rooting space, shall be submitted to and agreed in writing by the Local Planning Authority prior to the occupation of the hereby approved development.

b) All work comprised in the approved scheme of landscaping shall be carried out before the end of the first planting and seeding season following occupation of any part of the buildings or completion of the development, whichever is sooner, or commencement of the use.

c) Any existing tree shown to be retained or trees or shrubs to be planted as part of the approved landscaping scheme which are removed, die, become severely damaged or diseased within five years of the completion of development shall be replaced with trees or shrubs of appropriate size and species in the next planting season.

d) Any retained trees that is damaged or dies as a result of the development activities shall be valued using the CAVAT system and compensation paid to the local authority in accordance with the Council's adopted Tree Strategy 2017.

Reason: To ensure a satisfactory appearance to the development in accordance with Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and The London Plan 2021.

5. a) No development shall take place until details of the location, extent and depth of all excavations for services (including but not limited to electricity, gas, water, drainage and telecommunications) in relation to trees on and adjacent to the site have been submitted to and approved in writing by the Local Planning Authority.

b) The development shall thereafter be implemented in accordance with details approved under this condition.

Reason: To safeguard the health of existing tree(s) which represent an important amenity feature in accordance with CS5 and CS7 of the Local Plan Core Strategy (adopted

September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012) and The London Plan 2021.

6. a) No site works (including any temporary enabling works, site clearance and demolition) or development shall take place until details of temporary tree protection have been submitted to and approved in writing by the Local Planning Authority.

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

Reason: To safeguard the health of existing trees which represent an important amenity feature in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012), Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012) and The London Plan 2021.

7. a) Prior to the occupation of the hereby approved development, details of a Landscape Management Plan for all landscaped areas for a minimum period of 25 years have been submitted to and approved in writing by the Local Planning Authority.

b) The Landscape Management Plan shall include details of long term design objectives, management responsibilities, maintenance schedules and replacement planting provisions for existing retained trees and any new soft landscaping to be planted as part of the approved landscaping scheme.

c) The approved Landscape Management Plan shall be implemented in full in accordance with details approved under this condition.

Reason: To ensure a satisfactory appearance to the development in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012), Policies CS5 and CS7 of the Local Plan Core Strategy (adopted September 2012) and The London Plan 2021.

8. Before the development hereby permitted commences, the applicant shall submit for approval details of measures to improve biodiversity on the site as set out within Preliminary Ecological Appraisal Report August 2021 clause 5.5 Biodiversity Enhancements.

This shall be in accordance with guidance set out within BS42040:2013: Biodiversity – Code of practice for planning and development, and guidance documents provided by the Chartered Institute of Ecology and Environmental Management (CIEEM) and the Royal Town Planning Institute (RTPI) for approval. The development shall be implemented in full accordance with these details.

Reason: Pursuant to section 197 of the Town and Country Planning Act 1990 in accordance with local planning policy DM01. Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012) and Policy G6 and G7 of the London Plan 2021.

9. a) No development or site works shall take place on site until a 'Demolition and Construction Management and Logistics Plan' has been submitted to and approved in writing by the Local Planning Authority. The Demolition and Construction Management and Logistics Plan submitted shall include, but not be limited to, the following:

- 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. Dust Management Plan – to ensure 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.

For major sites, the Statement shall be informed by the findings of the assessment of the air quality impacts of construction and demolition phases of the development.

b) The development shall thereafter be implemented in accordance with the measures detailed within the statement.

Reason: In the interests of highway safety, noise and good air quality in accordance with Policies DM04 and DM17 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and Policies SI 1, SI 7, D14 and T7 of the London Plan 2021.

10. All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" dated July 2014 (SPG), or subsequent guidance.

Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority.

The developer shall keep an up to date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at <https://nrmm.london/>

Reason: In the interest of good air quality in accordance with London Plan 2021.

a) No development other than demolition works shall commence on site in connection with the development hereby approved until a report has been carried out by a competent acoustic consultant that assesses the likely noise impacts from the development of all of the

external and louvred building plant and substation plant and mitigation measures for the development to reduce these noise impacts to acceptable levels, and has been submitted to and approved in writing by the Local Planning Authority.

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

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

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of neighbouring properties in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2016) and Policies D13 and D14 of the London Plan 2021.

11. Part 1 - Before development commences other than for investigative work:

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.

12. Before development commences, an air quality neutral assessment report shall be written in accordance with the relevant current guidance. This report shall be submitted to and approved by the Local Planning Authority.

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

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

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

Reason: To ensure that the amenities of occupiers are protected from the poor air quality in the vicinity in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and Policy GG3 and SI1 of the London Plan 2021.

13. No demolition or development shall take place until a written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, which shall include the statement of significance and research objectives, and

A. The programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works

B. Where appropriate, details of a programme for delivering related positive public benefits

C. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI

Reason: This pre-commencement condition is necessary to safeguard the archaeological interest on this site. Approval of the WSI before works begin on site provides clarity on what investigations are required, and their timing in relation to the development programme. If the applicant does not agree to this pre-commencement condition, please let us know their reasons and any alternatives suggested. Without this pre-commencement condition being imposed the application should be refused as it would not comply with NPPF paragraph 205.

14.

Prior to the occupation, a Car Parking Management Plan detailing the following shall be submitted to and approved in writing by the Local Planning Authority:

- i. Location and layout of car parking spaces;
- ii. On site parking controls;
- iii. The enforcement of unauthorised parking; and
- iv. Disabled parking spaces.

Reason: To ensure that parking is provided and managed in line with the council's standards in the interests of highway and pedestrian safety in accordance with 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.

15. Prior to completion of works cycle parking spaces and cycle storage facilities shall be provided in accordance with London Plan Standards (for all Use Classes) and a scheme to be submitted to and approved in writing by the Local Planning Authority.

b) The development shall thereafter be implemented in accordance with the details as approved under this condition and the spaces shall be permanently retained thereafter.

Reason: To ensure that cycle parking facilities are provided in accordance with the minimum standards set out in Policy T5 and Table 10.2 of The London Plan (2021) and in the interests of promoting cycling as a mode of transport in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

16. a) Prior to the first occupation or commencement of the use of the development hereby permitted, full details of the Electric Vehicle Charging facilities to be installed in the development shall be submitted to the Local Planning Authority and approved in writing.

b) The development shall be implemented in full accordance with the details approved by this condition prior to the first occupation of the development or the commencement of the use and thereafter be maintained as such in perpetuity.

Reason: To ensure that the development makes adequate provision for electric vehicle charging points to encourage the use of electric vehicles in accordance with policy T6 of the London Plan 2021.

17. Prior to commencement of the development dimensions of parking arrangements and swept path analysis shall be submitted to and approved in writing by the Local Planning Authority.

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

18. Prior to commencement of the development the vehicle / pedestrian and vehicle / vehicle visibility splays should be shown on plan to demonstrate that there would be no obstructions to visibility requirements (based on 85th percentile speeds) and that the required safety requirements are met.

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.

19. Prior to commencement of the development, details of any highways to be stopped under Section 247 of the Town and Country Planning Act shall be submitted to and approved in writing by the Local Planning Authority.

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

20. No construction work resulting from the planning permission shall be carried out on the premises at any time on Sundays, Bank or Public Holidays, before 8.00 am or after 1.00 pm on Saturdays, or before 8.00 am or after 6.00pm on other days unless previously approved in writing by the Local Planning Authority.

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

21. a) No development other than demolition work shall take place unless and until a Drainage Strategy detailing all drainage works to be carried out in respect of the development hereby approved and all Sustainable Urban Drainage System features to be included in the scheme has been submitted to and approved in writing by the Local Planning Authority.

b) The development hereby approved shall not be first occupied or brought into use until the drainage works and Sustainable Urban Drainage System features approved under this condition have been implemented in their entirety.

Reason: To ensure that the development provides appropriate drainage infrastructure and to comply with Policy CS13 of the Local Plan Core Strategy (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and Policies SI 12 and SI 13 of the London Plan 2021.

22. No development shall be occupied until confirmation has been provided that either:- all water network upgrades required to accommodate the additional flows to serve the development have been completed; or - a development and infrastructure phasing plan has been agreed with Thames Water to allow development to be occupied. Where a development and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan.

Reason: The development may lead to no / low water pressure and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development.

23. Prior to the occupation of the site an External Lighting Strategy and Assessment together with full details, specifications and plans of any proposed external lighting to be installed as part of the development shall be submitted and approved in writing to the Local Planning Authority. The development shall be implemented in full accordance with the approved details prior to the first occupation of the relevant part of the development and thereafter be maintained as such.

Reason: To ensure that appropriate lighting is provided as part of the development in accordance with Policies CS NPPF and CS1 of the Local Plan Core Strategy (adopted September 2012), Policy DM01 and DM04 of the Barnet Development Management Policies (adopted) September 2012.

24. Notwithstanding the details shown on the plans submitted and otherwise hereby approved, the development shall not be occupied until details are submitted to the Local Planning Authority and approved in writing which specify the details of all boundary treatments to be installed as part of the development, including bin storage materials, street furniture, fencing, paving details and all other materials and furniture and fittings.

These details shall include materials, type and siting of all boundary treatments. The development shall be implemented in full accordance with the approved details and specifications and shall be permanently retained as such thereafter.

Reason: To safeguard the privacy and amenities of the future occupiers and in the interests of the appearance of the development, in accordance with policies DM01 and DM02 of the Barnet Local Plan.

25. Notwithstanding the details hereby approved, prior to commencement of the development, details and location of bat and bird boxes shall be submitted for approval in writing by the council.

Prior to occupation the bat and bird boxes hereby approved will be installed and all reasonable measures taken to minimise disturbance to these boxes for the lifetime of the development.

Reason: In the interests of protecting and enhancing biodiversity in accordance with policies CS7 and DM16.

INFORMATIVES

1. In accordance with paragraphs 38-57 of the NPPF, the Local Planning Authority (LPA) takes a positive and proactive approach to development proposals, focused on solutions. The LPA has produced planning policies and written guidance to assist applicants when submitting applications. These are all available on the Council's website. A pre-application advice service is also offered and the Applicant engaged with this prior to the submissions of this application. The LPA has negotiated with the applicant/agent where necessary during the application process to ensure that the proposed development is in accordance with the Development Plan.

2. A Planning Obligation under Section 106 of the Town & Country Planning Act 1990 (as amended) relates to this permission.

4. The applicant is advised that any development or conversion which necessitates the removal, changing, or creation of an address or addresses must be officially registered by the Council through the formal 'Street Naming and Numbering' process.

The London Borough of Barnet is the Street Naming and Numbering Authority and is the only organisation that can create or change addresses within its boundaries. Applications are the responsibility of the developer or householder who wish to have an address created or amended.

Occupiers of properties which have not been formally registered can face a multitude of issues such as problems with deliveries, rejection of banking / insurance applications, problems accessing key council services and most importantly delays in an emergency situation.

Further details and the application form can be downloaded from: <http://www.barnet.gov.uk/naming-and-numbering-applic-form.pdf> or requested from the Street Naming and Numbering Team via street.naming@barnet.gov.uk or by telephoning 0208 359 4500.

5. Applicants and agents are encouraged to sign up to the Considerate Contractors Scheme (www.ccscheme.org.uk) whereby general standards of work are raised and the condition and safety of the Borough's streets and pavements are improved.

6. The submitted Construction Method Statement shall include as a minimum details of:

- o Site hoarding
- o Wheel washing
- o Dust suppression methods and kit to be used
- o Site plan identifying location of site entrance, exit, wheel washing, hoarding, dust suppression, location of water supplies and location of nearest neighbouring receptors. Explain reasoning if not applicable.
- o Confirmation whether a mobile crusher will be used on site and if so, a copy of the permit and indented dates of operation.
- o Confirmation of the following: log book on site for complaints, work in accordance with British Standards BS 5228-1:2009+A1:2014 and best practicable means are employed; clear contact details on hoarding. Standard construction site hours are 8am-6pm Monday - Friday, 8am-1pm Saturday and not at all on Sundays and Bank Holidays. Bonfires are not permitted on site.
- o For major developments only: provide a copy of an asbestos survey; For smaller developments -confirmation that an asbestos survey has been carried out.
- o For major developments only: confirmation that all Non Road Mobile Machinery (NRMM) comply with the Non Road Mobile Machinery (Emission of Gaseous and Particulate Pollutants) Regulations 1999.

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

7. In complying with the contaminated land condition parts 1 and 2, reference should be made at all stages to appropriate current guidance and codes of practice. This would include:

- 1) The Environment Agency CLR & SR Guidance documents (including CLR11 'Model Procedures for the Management of Land Contamination');
- 2) National Planning Policy Framework (2012) / National Planning Practice Guidance (2014);
- 3) BS10175:2011 - Investigation of potentially contaminated sites - Code of Practice;

- 4) Guidance for the safe development of housing on land affected by contamination, (2008) by NHBC, the EA and CIEH;
- 5) CIRIA report C665 - Assessing risks posed by hazardous ground gases to buildings;
- 6) CIRIA report C733 - Asbestos in soil and made ground: a guide to understanding and managing risks.

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

8. The applicant is advised that written schemes of investigation will need to be prepared and implemented by a suitably qualified archaeological practice in accordance with Historic England Greater London Archaeology guidelines. They must be approved by the Local Planning Authority before any on-site development related activity occurs.

9. Demolition should be carried out by an approved contractor and residents notified at least seven days before commencement.

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

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

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

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

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

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

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

11. A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act

1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk. Application forms should be completed online via www.thameswater.co.uk.

Please refer to the Wholesale; Business customers; Groundwater discharges section.

12. Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. There may be a legal interest (easements and other rights) in the land that restrict activity in proximity to Cadent assets in private land. The applicant must ensure that the proposed works do not infringe on legal rights of access and or restrictive covenants that exist.

If buildings or structures are proposed directly above the apparatus the development may only take place following diversion of the apparatus. The applicant should apply online to have apparatus diverted in advance of any works, by visiting cadentgas.com/diversions.

Prior to carrying out works, including the construction of access points, please register on www.linesearchbeforeudig.co.uk to submit details of the planned works for review, ensuring requirements are adhered to.

13. Tree and shrub species selected for landscaping planting should provide long term resilience to pest, diseases and climate change. The diverse range of species and variety will help prevent rapid spread of any disease. In addition to this, all trees, shrubs and herbaceous plants must adhere to basic bio-security measures to prevent accidental release of pest and diseases and must follow the guidelines below.

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

14. The Air Quality Stage 4 Review and Assessment for the London Borough of Barnet has highlighted that this area currently experiences or is likely to experience exceedances of Government set health-based air quality standards. A list of possible options for mitigating poor air quality is as follows: 1) Use of passive or active air conditioning; 2) Use of acoustic ventilators; 3) Altering lay out so habitable rooms are sited away from source of poor air quality; 4) Non residential usage of lower floors; 5) Altering footprint by siting further away from source of poor air quality.

For developments that require an Air Quality report; the report should have regard to the air quality predictions and monitoring results from the Stage Four of the Authority's Review and Assessment available from the LPA web site and the London Air Quality Network. The report should be written in accordance with the following guidance: 1) Environmental Protection UK Guidance: Development Control: Planning for Air Quality (2010); 2) Environment Act 1995 Air Quality Regulations; 3) Local Air Quality Management Technical Guidance LAQM.TG(09); 4) London Councils Air Quality and Planning Guidance (2007).

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

SITE LOCATION PLAN – Reference: 21/5061/FUL

