

LOCATION: National Institute for Medical Research, The Ridgeway, London, NW7 1AA

REFERENCE: 16/4545/FUL **Registered:** 15/07/2016

WARD: Mill Hill

APPLICANT: Barratt London

PROPOSAL: Redevelopment of the site to provide 460 new residential units following demolition of all existing buildings. New residential accommodation to consist of 448 self-contained flats within 19 blocks ranging from three to nine storeys with basement car parking levels and 12 two storey houses with lower ground floor levels. Associated car and cycle parking spaces to be provided. Provision of new office (B1a) and leisure (D2) floorspace and a new publicly accessible café (A3). Reconfiguration of the site access and internal road arrangements and provision of new publicly accessible outdoor amenity space. New associated refuse and recycling arrangements. The application is accompanied by an Environmental Statement.

Application Summary

This application relates to a 15 hectare site located on the Ridgeway in the Mill Hill ward, in the northern part of the London Borough of Barnet. The site is occupied by the Medical Research Council's National Institute for Medical Research (NIMR). As such, the site is primarily used for research and development purposes (use class B1(b)). The site falls within both the Green Belt and the Mill Hill Conservation Area. There are neither statutorily or locally listed buildings on site.

This application seeks permission for the redevelopment of the NIMR site involving demolition of all buildings including the main Cruciform building. A total of 19 new apartment blocks and 12 detached houses are to be constructed which will provide 460 new homes. These buildings will include a replacement main building with 4 detached wings. The height of the new blocks will range from 4 to 9 storeys and the new houses will be two storeys with accommodation in the roof space.

The application is also seeking to provide 21,000 sqft of non-residential floorspace to be provided on site, consisting of 1640 m² office space (use class B1); a gym (157 m²) and a café (151 m²).

Urban Design and Layout

The application is seeking to demolish and rebuild the existing 9 storey Cruciform building, separating the existing attached wings to provide 4 detached wings. The design section of this report analyses the merits of rebuilding the Cruciform as opposed to converting. Key masterplan design approaches which are appraised include decreasing building heights to the north of the site in response to level changes and breaking up the existing dense built form fronting the Ridgeway.

Affordable Housing

The application was accompanied by an 'Affordable Housing and Economic Viability Assessment' produced by BNP Paribas (BNPP). The Council instructed GL Hearn to carry out an independent review of this document. The applicant has made an offer of 20% affordable housing in the form of shared ownership and a £4.56 million contribution for off-site affordable housing provision. This offer has been reviewed by GL Hearn, who considers

it to be acceptable and viable.

Transport and Parking

A total of 613 car parking spaces are proposed including 19 spaces for commercial use. This is an increase of 47 parking spaces in addition to the original proposed parking scheme. This increase is in response to the high number of public objections to the perceived lack of parking. The additional 47 car parking spaces are at basement level and therefore will not have a detrimental impact on the openness of the site.

The parking as proposed is in accordance with the Barnet Local Plan, Development Management Policy DM17 and is considered to be acceptable by the Council's Highways Department.

Green Belt

As the application site lies within the Green Belt, any proposal must not detrimentally impact the openness or functionality of this land designation. Although the floor space area is increasing as a result of the proposal, there are a significant number of improvements being made to the site to enhance the Green Belt's openness and functionality. These include improved layout of the buildings allowing greater views of the Green Belt, removal of security fences and reductions to the built footprint of the whole site.

Conclusion

In conclusion officers consider that the development is acceptable and has regard to relevant local, regional and national policies. The principle of the redevelopment of the site and the provision of a residential-led mixed use scheme is also acceptable under planning policy and is in accordance with the approved Planning Brief for this site.

The scheme would deliver 460 high quality homes with an appropriate mix and with 20% of residential units being provided as affordable and a £4.56 million payment towards off-site affordable housing.

RECOMMENDATION

Approve the application subject to:

Recommendation 1

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

Recommendation 2

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

(a) Legal Professional Costs Recovery

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

(b) Enforceability

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

(c) Affordable Housing

The provision within the development of a minimum of 20% (by unit number) of homes as

affordable housing, providing a minimum of 92 residential units with the following mix:

48 x 1 bedroom units
34 x 2 bedroom units
10 x 3 bedroom units

An off-site contribution of £4.56m shall also be made to the Local Authority.

(d) Affordable Housing – Review Mechanism

The viability of the development shall be re-appraised at an appropriate point in the implementation of the development and, if deemed viable to do so, a financial contribution shall be paid towards the provision of affordable housing in the Borough.

(e) Employment and Training

The applicant will be required to enter into a Local Employment Agreement (LEA) with the Council. The employment agreement would need to secure the following minimum levels and would also set out specifically how the applicant would deliver these:

- Forecasting of details of trades or occupational areas offering Apprenticeship and job opportunities
- 2 months' notice of apprenticeship vacancies
- A local labour target of 30% during the construction phase
- Reasonable endeavours to incorporate the local supply chain, and reporting on performance in incorporating the local supply chain
- 20-24 (twenty to twenty-four) apprenticeships over the life of the scheme

(f) Employment and Training – Financial Contribution

£740,630.00 contribution (index linked) to mitigate the loss of employment floorspace. The monies will be utilised on business support and employment and training initiatives.

(g) Provision of SME- Accessible Workspace

The developer will ensure that the workspace designed is SME accessible, having due regard to the encouragement of SMEs in the area, including flexibility in regards to: lease lengths; size of leasable areas; access requirements; payment terms; and hot-desking versus allocated desk configurations.

(h) Residential Travel Plan

A full Residential TP (RTP) is to be submitted and approved at least 3 months prior to first occupation. The RTP is to be TRICS and ATTrBuTE compliant with monitoring completed within 6 months of first occupation, then in years 1,3,5 and then every other until 5 years after first occupation of the final unit.

(i) Residential Travel Plan Monitoring

RTP to be updated and resubmitted for approval following completion of each period of monitoring.

(j) Residential Travel Plan Champion

RTP Champion (and Site-wide TP Champion) in place at least 3 months prior to occupation and for lifespan of RTP to be suitably experienced and qualified.

(k) Residential Travel Plan Incentives

Incentives to comprise of a voucher to a minimum value of £300 per dwelling (total of

£138,000) to be spent on 2 of the following:

- £150 Oyster card
- Subsidised Car club membership to the value of £150 and/or towards car club hire
- Bike voucher to the value of £150

(l) Car club provision

2 car club spaces and vehicles on the development for residents and staff use.

(m) Residential Travel Plan – Monitoring Contribution

£20,000 contribution towards the monitoring of the Residential Travel Plan.

(n) Office Travel Plan

A Commercial Travel Plan Statement (CTP) is to be submitted and approved within 6 months of occupation of the office use. CTP to be iTRACE and ATTrBuTE compliant with monitoring completed within 4 months of first occupation of the office use, then in years 1,3,5.

(o) Office Travel Plan monitoring

CTP to be updated and resubmitted for approval following completion of each period of monitoring.

(p) Office Travel Plan Champion

CTP Champion in place prior to occupation and for lifespan of CTP

(q) Office Travel Plan – Monitoring Contribution

£5000 contribution towards the monitoring of the Office Travel Plan

(r) Café/Gym Travel Plan

A Café or Gym TP Statement (CTP) is to be submitted and approved within 6 months of occupation of the café or gym use. C/GTP to be iTRACE and ATTrBuTE compliant with monitoring completed within 4 months of first occupation of the café or gym use, then in years 1,3,5.

(s) Café/Gym Travel Plan monitoring

C/GTP is to be updated and resubmitted for approval following completion of each period of monitoring.

(t) Café/Gym Travel Plan Champion

C/GTP Champion in place prior to occupation and for lifespan of CTP

(u) Café/Gym Travel Plan – Monitoring Contribution

£5000 contribution towards the monitoring of the Café/Gym Travel Plan

(v) Transfer of Land

The developer will transfer the land identified and agreed for the Gaelic Football pitch. The Council or the Tenant shall use the land as a Playing Field and a sports club, including on site advertising.

(w) Green spaces - financial contribution

On the grant of the Planning Consent, the Developer will provide funding of [FIVE HUNDRED AND FIFTY THOUSAND POUNDS (£550,000)] to the Council to be used for:

- a. The preparation and laying out of the playing fields, including levelling and drainage
- b. The construction of a Pavilion
- c. The construction of service roads

- d. Ancillary facilities, including but not restricted to fencing, flood lighting, drainage, score boards
- e. All professional fees and services associated with, and not limited to, the design, planning, specification, construction and project management of the Scheme

(x) Ground works – financial contribution

On grant of the Planning Consent, the Developer will provide funding of ONE HUNDRED AND FIFTY THOUSAND POUNDS (£150,000) to the Council to be used for an agronomy survey and its implementation.

(y) Pre application communication

The Council will consult with the Developer on the proposals for the Scheme during the pre-application stage.

(z) Planning of Green Space improvements

The Council will be responsible for obtaining all necessary consents, including planning for the Scheme.

(aa) Maintenance – financial contribution

The Tenant or in the absence of a tenant the Council will be responsible for the upkeep and maintenance of the Scheme in perpetuity.

(bb) Major Highways improvements

The sum of £50,000 to be paid to fund the implementation of the Bittacy Hill /Frith Lane Junction improvement prior to occupation of 50 units on the site.

(cc) Step-Free Access Contribution

A minimum contribution of £150,000 up to a maximum of £300,000 subject to a viability review mechanism towards the implementation of Step Free Access at Mill Hill East underground station.

(dd) Cycle/Pedestrian Network – financial contribution

The sum of TWO HUNDRED THOUSAND POUNDS (£200,000) towards improvements to the local Cycle/Pedestrian Route Network and facilities, including cycle route signage in the area, clearance of vegetation and potential paving on The Ridgeway (between The Ridgeway/Burtonhole Lane (east) junction to Partingdale Lane).

(ee) Section 278 works

The developer is to undertake repaving of the footway on The Ridgeway (section between St Vincents Lane and Burtonhole Lane) and Burtonhole Lane (section between Burtonhole Lane and Eleanor Crescent) as part of the Section 278 works.

(ff) Public access to the site

24 hour public access, in designated publically accessible spaces, shall be maintained through the site in perpetuity.

Recommendation 3

That subject to Recommendation 1 and upon completion of the agreement specified in Recommendation 2, the Assistant Director of Planning and Building Control approve the planning application reference B/04309/14 under delegated powers and grant planning permission subject to the following conditions and any changes to the wording of the conditions considered necessary by the Assistant Director - Planning and Building Control:

- 1) This development must be commenced within three years from the date of this permission.

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

- 2) The development hereby permitted shall be carried out in accordance with the following approved plans and documents unless otherwise agreed in writing by the Local Planning Authority:

1623_DWG_PL_00_001 Site Location Plan 1623_DWG_PL_00_002 Existing Site Plan;
1623_DWG_PL_00_003 Existing Levels; 1623_DWG_PL_00_004 Existing Site Roof Plan;
1623_DWG_PL_00_010 Existing Site Demolition Plan; 1623_DWG_PL_00_020 Existing Site Section A (North-South); 1623_DWG_PL_00_021 Existing Site Section B (East-West) ;
1623_DWG_PL_00_022 Existing Site Section C (North-South); 1623_DWG_PL_00_023 Existing Site Section D (North-South); 1623_DWG_PL_00_030 Existing Site Elevation J - The Ridgeway; 1623_DWG_PL_00_031 Existing Site Elevation K - St Vincents Lane; 1623_DWG_PL_00_032 Existing Site Elevation L - Burtonhole Lane;
1623_DWG_PL_00_050 Existing Basement Plan; 1623_DWG_PL_00_051 Existing Lower Ground Floor Plan; 1623_DWG_PL_00_052 Existing Ground Floor Plan;
1623_DWG_PL_00_053 Existing First Floor Plan; 1623_DWG_PL_00_054 Existing Second Floor Plan; 1623_DWG_PL_00_055 Existing Third Floor Plan; 1623_DWG_PL_00_056 Existing Fourth Floor Plan ; 1623_DWG_PL_00_057 Existing Fifth Floor Plan;
1623_DWG_PL_00_058 Existing Sixth Floor Plan;
1623_DWG_PL_00_059 Existing Seventh Floor Plan; 1623_DWG_PL_00_070 Existing Section AA; 1623_DWG_PL_00_071 Existing Section BB; 1623_DWG_PL_00_080 Existing Cruciform Elevation 1; 1623_DWG_PL_00_081 Existing Cruciform Elevation 2;
1623_DWG_PL_00_082 Existing Cruciform Elevation 3; 1623_DWG_PL_00_083 Existing Cruciform Elevation 4; 1623_DWG_PL_00_101A Proposed Masterplan Finished Floor Levels; 1623_DWG_PL_00_102A Proposed Masterplan Roof Plan;
1623_DWG_PL_00_103A Proposed Masterplan Block References; 1623_DWG_PL_00_104 Proposed Masterplan Surface Car Parking Layout; 1623_DWG_PL_00_105 Proposed Masterplan Ground Layout Plan; 1623_DWG_PL_00_106A Proposed Masterplan Basement/Lower Ground Plan; 1623_DWG_PL_00_150 Proposed Site Section A (North-South); 1623_DWG_PL_00_151 Proposed Site Section B (North-South);
1623_DWG_PL_00_152 Proposed Site Section C (North-South); 1623_DWG_PL_00_153 Proposed Site Section D (North-South); 1623_DWG_PL_00_170 Proposed Site Elevation J - The Ridgeway; 1623_DWG_PL_00_171A Proposed Site Elevation K - St Vincents Lane; 1623_DWG_PL_00_172 Proposed Site Elevation L - Burtonhole Lane;
1623_DWG_PL_00_173 Proposed Site Elevation M 1:500 A1 X; 1623_DWG_PL_00_174 Proposed Site Elevation N 1:500 A1 X; 1623_DWG_PL_00_175 Proposed Site Elevation P 1:500 A1 X; 1623_DWG_PL_00_176A Proposed Site Elevation Q;
1623_DWG_PL_00_177A Proposed Site Elevation R; 1623_DWG_PL_00_178 Proposed Site Elevation S;
1623_DWG_PL_00_179 Proposed Site Elevation T; 1623_DWG_PL_ABC_201A Proposed Basement Plan; 1623_DWG_PL_ABC_202 Ridgeway Cruciform Cluster Lower Ground Floor Plan; 1623_DWG_PL_ABC_203 Ridgeway Cruciform Cluster Ground Floor Plan;
1623_DWG_PL_ABC_204 Ridgeway Cruciform Cluster First Floor Plan;
1623_DWG_PL_ABC_205 Ridgeway Cruciform Cluster Second Floor Plan;
1623_DWG_PL_ABC_206 Ridgeway Cruciform Cluster Third Floor Plan;
1623_DWG_PL_ABC_207 Ridgeway Cruciform Cluster Fourth Floor Plan;
1623_DWG_PL_ABC_208 Ridgeway Cruciform Cluster Fifth Floor Plan;
1623_DWG_PL_ABC_209 Ridgeway Cruciform Cluster Sixth Floor Plan;
1623_DWG_PL_ABC_210 Ridgeway Cruciform Cluster Seventh Floor Plan;
1623_DWG_PL_ABC_211 Ridgeway Cruciform Cluster Roof Plan; 1623_DWG_PL_DE_201

Proposed Ridgeway Courtyard- Basement; 1623_DWG_PL_DE_202 Proposed Ridgeway Courtyard- Lower Ground Plan; 1623_DWG_PL_DE_203 Proposed Ridgeway Courtyard- Ground Plan; 1623_DWG_PL_DE_204 Proposed Ridgeway Courtyard- First Plan; 1623_DWG_PL_DE_205 Proposed Ridgeway Courtyard- Second Plan; 1623_DWG_PL_DE_206 Proposed Ridgeway Courtyard- Third Plan; 1623_DWG_PL_DE_207 Proposed Ridgeway Courtyard- Roof Plan; 1623_DWG_PL_F_201A Proposed Lower Lane Pavillions- Basement Plan; 1623_DWG_PL_F_202 Proposed Lower Lane Pavillions- Ground Plan; 1623_DWG_PL_F_203 Proposed Lower Lane Pavillions- First Plan; 1623_DWG_PL_F_204A Proposed Lower Lane Pavillions- Second Plan; 1623_DWG_PL_F_205A Proposed Lower Lane Pavillions- Third Plan; 1623_DWG_PL_F_206A Proposed Lower Lane Pavillions- Fourth Plan; 1623_DWG_PL_F_207A Proposed Lower Lane Pavillions- Roof Plan; 1623_DWG_PL_G_201 Proposed Lower Lane Belvedere- Lower Ground Plan; 1623_DWG_PL_G_202 Proposed Lower Lane Belvedere- Ground Plan; 1623_DWG_PL_G_203 Proposed Lower Lane Belvedere- First Plan; 1623_DWG_PL_G_204 Proposed Lower Lane Belvedere- Second Plan; 1623_DWG_PL_G_205 Proposed Lower Lane Belvedere- Third Plan; 1623_DWG_PL_G_206 Proposed Lower Lane Belvedere- Roof Plan; 1623_DWG_PL_H_201 Proposed Lower Lane Houses 4 Bedroom Houses - Plans; 1623_DWG_PL_H_202 Proposed Lower Lane Houses 5 Bedroom Houses - Plans; 1623_DWG_PL_JK_201 Proposed Woodland Cluster Basement Plan; 1623_DWG_PL_JK_202 Proposed Woodland Cluster Ground Plan; 1623_DWG_PL_JK_203 Proposed Woodland Cluster First Plan; 1623_DWG_PL_JK_204 Proposed Woodland Cluster Second Plan; 1623_DWG_PL_JK_205 Proposed Woodland Cluster Third Plan; 1623_DWG_PL_JK_206 Proposed Woodland Cluster Roof Plan; 1623_DWG_PL_A_220 Proposed Section AA; 1623_DWG_PL_A_221 Proposed Section BB; 1623_DWG_PL_A_240 Proposed North Elevation 1; 1623_DWG_PL_A_241 Proposed South Elevation 2; 1623_DWG_PL_A_242 Proposed East Elevation 3; 1623_DWG_PL_A_243 Proposed West Elevation 4; 1623_DWG_PL_B1_240 Block B1 Elevation 1 & 2; 1623_DWG_PL_B1_241 Block B1 Elevation 3 & 4; 1623_DWG_PL_B2_240 Block B2 Elevation 1 & 2; 1623_DWG_PL_B2_241 Block B2 Elevation 3 & 4; 1623_DWG_PL_C1_240 Block C1 Elevation 1 & 2; 1623_DWG_PL_C1_241 Block C1 Elevation 3 & 4; 1623_DWG_PL_C2_240 Block C2 Elevation 1 & 2; 1623_DWG_PL_C2_241 Block C2 Elevation 3 & 4; 1623_DWG_PL_DE_240 Blocks D & E Proposed Elevations (South & West); 1623_DWG_PL_DE_241 Blocks D & E Proposed Elevations (North & East); 1623_DWG_PL_DE_242 Blocks D & E Proposed Internal Elevations (North & East); 1623_DWG_PL_DE_243 Blocks D & E Proposed Internal Elevations (South & West); 1623_DWG_PL_F_240A Block F Proposed Elevation Overall (North&South); 1623_DWG_PL_F1_240A Block F1 Proposed Elevation (North&East); 1623_DWG_PL_F1_241A Block F1 Proposed Elevation (South&West); 1623_DWG_PL_F2_240 Block F2 Proposed Elevation (North&East); 1623_DWG_PL_F2_241 Block F2 Proposed Elevation (South&West); 1623_DWG_PL_F3_240A Block F3 Proposed Elevation (North&East); 1623_DWG_PL_F3_241 Block F3 Proposed Elevation (South&West); 1623_DWG_PL_G1_240 Block G1 Proposed Elevation (South-West); 1623_DWG_PL_G1_241 Block G1 Proposed Elevation (South-East) 1:200 A3; X; 1623_DWG_PL_G1_240 Block G1 Proposed Elevation (North-East); 1623_DWG_PL_G1_241 Block G1 Proposed Elevation (North-West); 1623_DWG_PL_G2_240 Block G2 Proposed Elevation (South- West); 1623_DWG_PL_G2_241 Block G2 Proposed Elevation (South-East); 1623_DWG_PL_G2_240 Block G2 Proposed Elevation (North-East); 1623_DWG_PL_G2_241 Block G2 Proposed Elevation (North-West);

1623_DWG_PL_H1_240 H1 Proposed Elevations 1:200 A3 X; 1623_DWG_PL_H2_240 H2 Proposed Elevations ; 1623_DWG_PL_H3_240 H3 Proposed Elevations ; 1623_DWG_PL_H4_240 H4 Proposed Elevations; 1623_DWG_PL_H5_240 H5 Proposed Elevations; 1623_DWG_PL_H6_240 H6 Proposed Elevations; 1623_DWG_PL_H7_240 H7 Proposed Elevations; 1623_DWG_PL_H8_240 H8 Proposed Elevations; 1623_DWG_PL_H9_240 H9 Proposed Elevations; 1623_DWG_PL_H10_240 H10 Proposed Elevations ; 1623_DWG_PL_H11_240 H11 Proposed Elevations; 1623_DWG_PL_H12_240 H12 Proposed Elevations; 1623_DWG_PL_J1_240 Block J1 Proposed Elevation (North&East); 1623_DWG_PL_J1_241 Block J1 Proposed Elevation (South&West); 1623_DWG_PL_J2_240 Block J2 Proposed Elevation (North&East); 1623_DWG_PL_J2_241 Block J2 Proposed Elevation (South&West); 1623_DWG_PL_J3_240 Block J3 Proposed Elevation (North&East); 1623_DWG_PL_J3_241 Block J3 Proposed Elevation (South&West); 1623_DWG_PL_K1_240 Block K1 Proposed Elevation (North&East); 1623_DWG_PL_K1_241 Block K1 Proposed Elevation (South&West); 1623_DWG_PL_K2_240 Block K2 Proposed Elevation (North&East); 1623_DWG_PL_K2_241 Block K2 Proposed Elevation (South&West); 1623_ABC_DWG_00_301 Detailed Bay Study B + C; 1623_ABC_DWG_00_305 Detailed Bay Study B + C; 1623_DWG_PL_DE_301 Detailed Bay Study D + E; 1623_DWG_PL_F_301 Detailed Elevation/Section Study Block F; 1623_DWG_PL_G_301 Detailed Elevation/Section Study Block G; 1623_DWG_PL_H_301 Detailed Elevation/Section Study Houses ; 1623_DWG_PL_J_301 Detailed Elevation/Section Study Block J; 1623_DWG_PL_K_301 Detailed Elevation/Section Study Block K; 1779 04 A Woodland Cluster General Arrangement (1 of 2); 1779 07 A Woodland Cluster General Arrangement (2 of 2); 1779 10 A Grassland and Woodland Glades General Arrangement; 1779 11 A Woodland and Woodland Glades General Arrangement; 1779 12 A Sports Field General Arrangement; 1779 06 A Valley Terrace and Lower Belvadere Terrace General Arrangement.

Also submitted for information purposes:

Design and Access Statement (Hawkins\Brown and dMFK, 2016); Access Statement (David Bonnett Associates 2016); Sunlight and daylight assessment (gia, 2016); Energy Statement (BBS, June 2016); Delivery Servicing Plan (Ardent, June 2016); Planning Statement (Deloitte, June 2016); Landscape Strategy (Liz Lake Associates, June 2016); Statement of Community Involvement (Westbourne, June 2016), Utilities Assessment (Ardent, June 2016); Wind and Microclimate Assessment (RWDI, June 2016); Residential Travel Plan (Ardent, June 2016); Workplace Travel Plan (Ardent, June 2016)

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

- 3) No development shall commence before a phasing plan has been submitted to and approved in writing by the Local Planning Authority. This plan shall clearly identify the phasing of the proposed development.

Reason: To ensure there is minimal disruption to the public and the other community activities carried out at the Site and all other environmental impacts and harm to amenity caused by the construction works and associated operations and transport movements are also minimised.

4) Notwithstanding the details shown on the plans, hereby approved, prior to the commencement of each phase of the development (other than demolition, site clearance and ground works):

(a) details and appropriate samples of the materials to be used for the external surfaces of the buildings and hard surfaced areas shall have been submitted to and approved in writing by the Local Planning Authority; and

(b) sample panels shall be constructed on site of building materials and hardsurfacing, to be inspected and approved in writing by the Local Planning Authority.

The Development shall thereafter be implemented in accordance with such details as so approved before the dwellings approved are occupied.

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

5) Notwithstanding the details shown in the drawings submitted and otherwise hereby approved prior to the commencement of each phase of the development (other than for Demolition, Ground works and Site Preparation Works) details of the following features and elements of the scheme have been submitted to the Local Planning Authority and approved in writing:

- Brick bonding and brick and stone detailing (annotated plans at a scale of not less than 1:20 unless otherwise agreed in writing with the Local Planning Authority).

- External windows, balconies, doors, metal screens and balustrading (annotated plans at a scale of not less than 1:10 unless otherwise agreed in writing with the Local Planning Authority).

- Depth of window reveals (annotated plans at a scale of not less than 1:20 unless otherwise agreed in writing with the Local Planning Authority).

- Rainwater goods (annotated plans at a scale of not less than 1:10 unless otherwise agreed in writing with the Local Planning Authority).

- Privacy screens (annotated plans at a scale of not less than 1:10 unless otherwise agreed in writing with the Local Planning Authority).

- All means of enclosure proposed for the sites pedestrian and vehicular access points (annotated plans at a scale of not less than 1:10 unless otherwise agreed in writing with the Local Planning Authority).

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 policies 1.1, 7.4, 7.5 and 7.6 of the London Plan

6) Notwithstanding the details submitted in the drawings hereby approved no phase of the development is to commence (other than demolition, ground works and site clearance) unless and until details of the levels of the proposed buildings, footpaths and other landscaped areas relative to adjoining land and any other changes proposed in the levels of the site associated with the works permitted by this permission shall have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in accordance with such details as so approved before any of the residential units approved are occupied.

Reason: To ensure that the development is carried out at suitable levels in relation to the highway and adjoining land having regard to drainage, gradient of access, the amenities of

the area and neighbouring occupiers in accordance with policies DM01, DM04 and DM17 of the Barnet Local Plan and policies 7.2, 7.3, 7.4, 7.5, 7.6, 7.13 and 7.21 of the London Plan.

- 7) The development hereby approved shall be undertaken in accordance with the approved surface water drainage strategy (reference 11348-5013 and 11348-5014 P3 and dated April 2016) unless otherwise agreed in writing by the Local Planning Authority. The approved scheme shall be implemented in its entirety and retained thereafter. All planning applications relating to major development - developments of 10 dwellings or more; or equivalent non-residential or mixed development - must use Sustainable Drainage Systems (SuDS) for the management of surface water runoff, unless demonstrated to be inappropriate.

Reason: To ensure that the development manages surface water in accordance with Policy CS13 of the Barnet Local Plan, Policies 5.13 and 5.14 of the London Plan, and changes to SuDS planning policy in force as of 6 April 2015 (including the Written Ministerial Statement of 18 December 2014, Planning Practice Guidance and the Non-statutory Technical Standards for Sustainable Drainage Systems).

- 8) The development should discharge surface water runoff as high up the discharge hierarchy as possible. Where it is not possible to achieve the first hierarchy, store water for later reuse, applicants must demonstrate in sequence why the subsequent discharge destination was selected. Proposals to dispose of surface water into a sewer, highway drain, surface water body or another drainage system must be accompanied by evidence of the system having spare capacity downstream and acceptance of the surface water by the appropriate authority(ies).

Reason: To ensure that the development discharges surface water from the site in a manner that takes into consideration the statutory duties, legislation and regulatory requirements of authority(ies) receiving surface water and ensures that downstream flood risk is mitigated in accordance with Policy CS13 of the Barnet Local Plan, Policies 5.13 and 5.14 of the London Plan, Approved Document Part H of the Building Regulations 2010) and Paragraph 80 of Planning Practice Guidance.

- 9) The surface water drainage strategy shall use SuDS to manage peak surface water runoff rates in accordance with S2 and S3 of the Non-statutory Technical Standards for Sustainable Drainage Systems. SuDS shall be used to provide volume control in accordance with S4, S5 and S6 of the Non-statutory Technical Standards for Sustainable Drainage Systems.

Reason: To ensure that surface water runoff is managed effectively to mitigate flood risk and to ensure that SuDS are designed appropriately using industry best practice to be cost-effective to operate and maintain over the design life of the development in accordance with in accordance with Policy CS13 of the Barnet Local Plan, Policies 5.13 and 5.14 of the London Plan, and changes to SuDS planning policy in force as of 6 April 2015 (including the Written Ministerial Statement of 18 December 2014, Planning Practice Guidance and the Non-statutory Technical Standards for Sustainable Drainage Systems) and best practice design guidance (such as the SuDS Manual, C753.)

- 10) The surface water drainage strategy for the site must be accompanied by evidence of an Adopting Authority accepting responsibility for the safe operation and maintenance of SuDS within the development. The Adopting Authority must demonstrate that sufficient funds have been set aside and / or sufficient funds can be raised to cover operation and maintenance costs throughout the lifespan of the development. The Adopting Authority shall be responsible for satisfying themselves of the suitability of the

adopted SuDS prior to adoption, and shall keep records of operation and maintenance activities, for possible inspection by the Council. The Estate Management Company will take on the safe operation and maintenance of the SuDS system where this is not taken on by the Adopting Authority. The Estate Management Company would need to demonstrate that sufficient funds are allocated for the safe operation and maintenance of the SuDS system.

Reason: To ensure that the surface water drainage system and SuDS are constructed appropriately and are adopted by an Adopting Authority responsible for the safe operation and maintenance of the system throughout the lifetime of the development. Appropriate construction of SuDS should take into consideration S13 of the Non-statutory Technical Standards for Sustainable Drainage Systems. Operation and maintenance of SuDS should take into consideration the Written Ministerial Statement of 18 December 2014 and Planning Practice Guidance Paragraphs 81 and 85.

11) Contaminated land

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 April 2013) and 5.21 of the London Plan 2015.

- 12) 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: To protect local amenity and air quality in accordance with [local policy] and London Plan policies 5.3 and 7.14

- 13) An Air Quality and Dust Management Plan shall be submitted to, and approved by, the Local Planning Authority, before the development commences whose purpose shall be to control and minimise emissions attributable to the demolition and/or construction of the development. Reference shall be made to the Mayor of London's SPG, "The Control of Dust and Emissions during Construction and Demolition". The plan shall confirm:
- a. which air quality emission and dust control measures are to be implemented;
 - b. which monitoring methods are to be implemented; and
 - c. that construction machinery will meet NRMM standards

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

- 14) The mitigation measures recommended in the report by Ardent, report reference U780-10, 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 the amenities of occupiers are not prejudiced by traffic noise/mixed use in the immediate surroundings, in accordance with Policies DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and 7.15 of the London Plan 2011.

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

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

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

- 16) (a) Prior to the commencement of each phase of the development (other than for Demolition, Ground works and Site Preparation Works) details of mitigation measures to show how the development will be constructed so as to provide sufficient air borne and structure borne sound insulation against internally generated noise and vibration has been submitted to and approved in writing by the Local Planning Authority. The gym equipment shall be isolated from the structure of the building.

This sound insulation shall ensure that the levels of noise generated from the **gym, office and cafe**; 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 2011.

17) (a) Prior to the installation of all extraction and ventilation equipment to be installed as part of the development, details of such equipment shall be submitted to and approved in writing by the Local Planning Authority. The equipment shall be installed using anti-vibration mounts. 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 development shall be implemented in accordance with details approved under this condition before first occupation or the use is commenced and retained as such thereafter.

Reason: To ensure a satisfactory appearance for the development and satisfactory accessibility; and to protect the amenities of the area in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012) and Policy CS14 of the Local Plan Core Strategy (adopted September 2012).

18) No development shall take place (including demolition, ground works, vegetation clearance) until a construction environmental management plan (CEMP: Biodiversity) has been submitted to and approved in writing by the local planning authority. The CEMP (Biodiversity) shall include the following.

- a) Risk assessment of potentially damaging construction activities.
- b) Identification of "biodiversity protection zones", including a 20m buffer to the Folly Brook.
- c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements), including, but not limited to badgers, amphibians, reptiles, White Letter Hairstreak butterflies, owls and lesser spotted woodpeckers.
- d) The location and timing of sensitive works to avoid harm to biodiversity features.
- e) The times during construction when specialist ecologists need to be present on site to oversee works.
- f) Responsible persons and lines of communication.
- g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.
- h) Use of protective fences, exclusion barriers and warning signs.

The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.

Reason: To ensure improvements the biodiversity of the site in order to comply with Policy DM16 of the Development Management Policies DPD (2016).

19) A landscape and ecological management plan (LEMP) shall be submitted to, and be approved in writing by, the local planning authority. The content of the LEMP shall include the following.

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

The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery. The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The approved plan will be implemented in accordance with the approved details.

Reason: To ensure improvements the biodiversity of the site in order to comply with Policy DM16 of the Development Management Policies DPD (2016).

20) All new plantings should be locally obtained (i.e. plantings can be imported from Europe on the condition that they have resided in a UK nursery for a minimum of 12 months), disease free and from a reputable bio-secure supplier.

Reason: To ensure improve the biodiversity of the site in order to comply with Policy DM16 of the Development Management Policies DPD (2016).

21) No site works or works in connection with the development hereby approved shall be commenced until details Dawn and Dusk Surveys are conducted in order to satisfy itself that the local Bat population will not be adversely affected. These surveys will need to be submitted to the Local Planning Authority and approved in writing.

Reason: To ensure improve the biodiversity of the site in order to comply with Policy DM16 of the Development Management Policies DPD (2016).

22) Lighting should be restricted to low intensity and directed away from potential Bat foraging and roosting habitat. As such (TIMING) details of street lighting will need to be submitted to the Local Planning Authority and approved in writing.

Reason: To ensure improve the biodiversity of the site in order to comply with Policy DM16 of the Development Management Policies DPD (2016).

23) Notwithstanding the details submitted with the application and otherwise hereby approved, before the development hereby permitted is brought into use or occupied the following information shall be submitted to and approved in writing

by the Local Planning Authority:

- 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.
 - iii. Plans showing satisfactory points of collection for refuse and recycling.
- 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 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 refuse and recycling facilities are provided at the development in accordance with policies CS5, CS9, CS14, DM01, DM04 and DM17 of the Barnet Local Plan.

24) No construction work in relation to the development hereby approved shall be carried out on the site at any time on Sundays, Bank or Public Holidays, before 8.00am or after 1.00pm on Saturdays, or before 8.00am or after 6.00pm on any other days.

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

25) The area shown to be occupied by Use Class B1 activities shall be retained for this use only shall not be amalgamated or subdivided without the prior written agreement of the Local Planning Authority.

Reason: To ensure the development is implemented in accordance with the permission sought.

26) (a) Prior to the commencement of each phase of the development 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) shall be submitted to and approved in writing by the Local Planning Authority.

(b) Prior to the commencement of each phase of the development the temporary tree protection shown on the tree protection plan for each phase approved under this condition shall be erected around existing trees on site. This protection shall remain in position until after the development works on each phase are completed and no material or soil shall be stored within these fenced areas at any time. The development shall be implemented in accordance with the protection plan and method statement as approved under this condition.

Reason: To safeguard the health of existing trees which represent an important amenity feature in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012), Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012) and Policy 7.21 of the London Plan 2015.

27) Prior to the commencement of each phase of the development details of the level changes in proximity to retained trees shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To safeguard the health of existing trees which represent an important amenity feature in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012), Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012) and Policy 7.21 of the London Plan 2015.

28) (a) Prior to the commencement of each phase of the development 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 shall be 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 Policy 7.21 of the London Plan 2015).

29)(a) No development (other than for Demolition, Ground works and Site Preparation Works) shall be commenced until details of a Landscape Management Plan for all landscaped areas for a minimum period of 20 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.

(d) Planting which has been used for screening (specifically along the boundary with Burtonhole Lane and St Vincent's Lane) shall be reviewed within 5 years of commencement of development with a view to augmenting and enhancing the landscaping if insufficient screening is provided. The level of established screening required should obscure the buildings and infrastructure from eye line level and be integrated into the existing tree boundaries, consistent with the local character.

Reason: To ensure a satisfactory appearance to the development in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012), Policies CS5 and CS7 of the Local Plan Core Strategy (adopted September 2012) and Policy 7.21 of the London Plan 2015.

30) (a) Before each phase of the development hereby permitted is first occupied details of obscuring glazing shall be submitted to and approved in writing by the local authority.

(b) The scheme of obscure glazing shall be permanently retained as such thereafter.

Reason: To safeguard the privacy and amenities of occupiers of adjoining residential properties in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012) and the Residential Design Guidance SPD (adopted April 2013).

31)(a) Before the development hereby permitted is first occupied, a scheme detailing all play equipment to be installed in the communal amenity space. Details shall include landscaping, climbable objects, fixed equipment, facilities for younger and older children and facilities suitable for disabled children and carers. These details hereby approved shall be submitted to and approved in writing by the Local Planning Authority.

(b) The development shall be implemented in full accordance with the details as approved under this condition prior to the first occupation and retained as such thereafter.

Reason: To ensure that the development represents high quality design and to accord with Policy CS7 of the Local Plan Core Strategy (adopted September 2012), Policy DM02 of the Development Management Policies DPD (adopted September 2012), the Residential Design Guidance SPD (adopted April 2013), the Planning Obligations SPD (adopted April 2013) and Policy 3.6 of the London Plan.

32) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no development otherwise permitted by any of Classes A, B, C, D, E, F, G and H of Part 1 of Schedule 2 of that Order shall be carried out within the application site hereby approved unless otherwise agreed in writing by the Local Planning Authority.

Reason: To safeguard the amenities of neighbouring occupiers, the health of adjacent TPO trees and the general locality in accordance with policies DM01 of the Development Management Policies DPD (adopted September 2012).

33) No development shall be commenced until details of advertising hoarding is submitted to and approved in writing by the Local Planning Authority.

Reason: To safeguard the amenities of neighbouring occupiers, the health of adjacent TPO trees and the general locality in accordance with policies DM01 of the Development Management Policies DPD (adopted September 2012).

34) (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.

(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 2015.

35) The sports pitch(es) shall remain as natural turf and not be replaced with any artificial surfaces.

Reason: To protect the biodiversity of the site in order to comply with Policy DM16 of the Development Management Policies DPD (2016).

36) No lighting (including floodlighting) should be installed in the playing fields area and construction lights should also be positioned so as not to illuminate woodland and tree belts.

Reason: To protect the biodiversity of the site in order to comply with Policy DM16 of the Development Management Policies DPD (2016).

37) Prior to first occupation a detailed Car Parking Management Plan shall be submitted to and approved in writing by the Local Planning Authority. Unless otherwise agreed, the details shall include:

- i. Location and layout of car parking spaces
- ii. Allocation of car parking spaces
- iii. On-site parking controls and charges (if any)
- iv. The enforcement of unauthorised parking
- v. 'Blue badge' space quantities in accordance with London Plan (2015) guidance
- vi. Location of a minimum of 2 car club spaces
- vii. Electric Charging Points: Location and specification. For residential parking spaces, delivery of the 20% of parking spaces which shall be active and 20% which shall be passive electric charging points. For non-residential spaces, provision at 20% of spaces shall be undertaken with potential provision at a further 10% of spaces.

The car parking spaces shall not thereafter be used for any purpose other than for the parking and turning of vehicles associated with the development. The Car Parking Management Plan and the abovementioned provisions shall be implemented in accordance with the approved details before the buildings hereby permitted are occupied and maintained thereafter.

Reason: To ensure the development meets the needs of its future occupiers and to comply with the requirements of policies 3.8 and 7.2 of the London Plan (2015) and also, To ensure that the development does not over-provide car parking spaces and to encourage sustainable travel in accordance with Barnet Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

38) The level of parking for all land uses shall be as set out in the NIMR Mill Hill Increased Parking Rev 2 document dated 23.09.16, resulting in 544 residential spaces, 50 visitor spaces and 19 commercial spaces (of which 348 are basement spaces, 215 are off road spaces and 50 are on road spaces).

Temporary car parking shall be provided during the build-out to ensure that the forecast ratio for the site is provided close to the development areas. Plans of any temporary car parking layouts will be submitted for written approval by the Local Planning Authority.

Reason: To ensure the development meets the needs of its future occupiers and to comply with the requirements of policies 3.8 and 7.2 of the London Plan (2015) and also, to ensure that the development does not over-provide car parking spaces and to encourage sustainable travel in accordance with Barnet Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

39) Private parking provision for residential units shall be used for the purpose of residential

parking and servicing only unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure the development meets the needs of its future occupiers and to comply with the requirements of policies 3.8 and 7.2 of the London Plan (2015).

40) Residents of the proposed development will be excluded from obtaining resident and visitor parking permits from existing Controlled Parking Zones.

Reason: To ensure that the free flow of traffic and highway and pedestrian safety on the adjoining highway is not prejudiced 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.

41) Before the development hereby permitted is occupied; details of cycle parking and cycle storage facilities in accordance with the London Plan should be submitted to and approved by the Local Planning Authority and such spaces shall be permanently retained thereafter. Minimum aisle widths, as set out in London Cycling Design Standards, must be met and 5% of space should be provided for the storage of non-standard cycles.

Reason: In the interests of promoting cycling as a mode of transport in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012, Policy DM17 of Development Management Policies (Adopted) September 2012 and the London Cycling Design Standards 2016.

42) Accessible parking bays shall be allocated to wheelchair accessible homes at 1:1 provision and where spaces are in undercroft areas ceiling heights shall meet the recommended height of 2.6 metres above wheelchair accessible spaces, unless otherwise agreed. The maximum gradients for pedestrians and wheelchair users within the site should ideally be no more than 5%, with the maximum being 8%.

Reason: To ensure the development meets the needs of its future occupiers and to comply with the requirements of policies 3.8 and 7.2 of the London Plan (2015); Shaping Neighbourhoods Accessible London: Achieving an Inclusive Environment SPG October 2014 and Manual for Streets 2. 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.

43) Before the development hereby is occupied; details to show entry and egress arrangements and pedestrian walkways / cycleways is to be submitted to and approved in writing by the Local Planning Authority. Submission shall include road safety audits, proposed changes to bus stops and details of the proposed zebra crossing on The Ridgeway. The development shall thereafter be implemented in full in accordance with the approved details.

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

44) Prior to Demolition, Ground Works and Site Preparation Works, no development shall commence within a Development Phase until a Construction Environmental Management Plan, setting out the construction and environmental management measures associated with that Development Phase, has been submitted to and approved in writing by the Local

Planning Authority and shall include:

Construction site and works

- i. Site information (including a site plan and management structure)
- ii. Description of works, equipment and storage
- iii. Programme of works
- iv. Temporary hoarding and fencing
- v. Temporary works
- vi. Interim drainage strategy
- vii. Intrusive site investigation works and monitoring (the scope to be agreed in writing with the Local Planning Authority)

Construction management and procedures

- viii. Code of Considerate Practice
- ix. Consultation and neighbourhood liaison
- x. Staff training and briefing procedures
- xi. Schedule of environmental legislation and good practice
- xii. Register of permissions and consents required
- xiii. Environmental Audit Programme
- xiv. Environmental Risk Register
- xv. Piling Works Risk Assessment
- xvi. Health and safety measures
- xvii. Complaints procedures
- xviii. Monitoring and reporting procedures

Demolition and waste management

- xix. Demolition Audit
- xx. Site clearance and waste management plan
- xxi. Asbestos survey and disposal strategy

Construction traffic

- xxii. Construction traffic routes
- xxiii. Construction traffic management including access to the site (specifically any proposed temporary construction accesses to the site); the parking of vehicles for site operatives and visitors; hours of construction, including deliveries, loading and unloading of plant and materials; the storage of plant and materials used in the construction of the development; the erection of any means of temporary enclosure or security hoarding and measures to prevent mud and debris being carried on to the public highway and ways to minimise pollution.

Environmental Management

- xxiv. Ecology surveys and management plan (as required by the ES) in relation any existing ecological features that may be affected by works in that Development Phase
- xxv. Measures to minimise visual impact during construction
- xxvi. Measures to minimise noise and vibration levels during construction
- xxvii. Measures to minimise dust levels during construction
- xxviii. Measures to control pollution during construction (including a Pollution Response Plan)
- xxix. Construction lighting strategy, including measures to minimise light spill
- xxx. Measures to reduce water usage during construction
- xxxi. Measures to reduce energy usage during construction
- xxxii. Any other precautionary and mitigatory measures in relation to demolition and construction as identified in the ES and the EIA Mitigation Register

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

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties, in the interests of highway and pedestrian safety and in the interests of protecting the environment and trees in accordance with policies CS9, CS13, CS14, DM01, DM04 and DM17 of the Barnet Local Plan and policies 5.3, 5.18, 7.14, 7.15, 7.21 and 5.21 of the London Plan 2015.

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

Reason: In the interest of highway safety in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012, Policy DM17 of Development Management Policies (Adopted) September 2012 and London Plan policy 6.14 'Freight'.

46) Prior to the commencement of the development hereby approved, 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.

Reason: To ensure that adequate public access is provided throughout the development.

47) No residential unit shall be occupied until the access roads and highways works (on and off-site) associated with the block in which that unit is located are made available for use.

Reason: To ensure there is adequate access available to all residential units.

48) Prior to the commencement of development, the works to be undertaken to the public highways within that phase shall have been approved in writing by the Local Planning Authority and implemented prior to occupation. The details of the works will cover two access points off The Ridgeway proposed as the development's entrances, as well as the emergency access off Burtonhole Lane. The development shall be implemented in accordance with such details as approved, and must be accompanied by acceptable Road Safety Audits. The approved works shall be completed at the applicant's expense under S278 of the Highways Act.

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.

49) Prior to the commencement of development (other than for Demolition, Ground works and Site Preparation Works), a lighting design submission detailing philosophy, reasons and targeted achievements dealing with expectations, controls, light pollution, spillage must be submitted to and approved in writing by the Local Authority. Details to be submitted include:

- Details of all the equipment used, specific lamps, luminaires and columns with images;
For each luminaire a full technical specifications (e.g. glare ratings, wattage, colour rating and e-class);
- Details of the light levels chosen and which guidelines have been referred to;

- Isolux diagrams of the report overlaid with the parking areas, public areas and the surrounding houses and roads showing as a minimum 3, 5 and 10 lux lines;
- Vertical illuminance calculations across the backs of all nearby neighbouring properties taken at 10 to 20 metre intervals;
- Details of all external lights if they affect the design area

The Development shall thereafter be implemented in accordance with such details as so approved before the dwellings approved are occupied.

Reason: In the interest of highway safety and amenity in accordance with Policies DM01 and DM17 of the Development Management Policies DPD (adopted September 2012).

50) No demolition shall take place until a written scheme of historic building investigation (WSI) has been submitted to and approved by the local planning authority in writing. For buildings that are 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. 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

51) The commercial units hereby approved, shall be used for use class A3 or D1 and no other purpose of the Schedule to the Town and Country Planning (Use Classes) Order, 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order, with or without modification).

Reason: To enable the Local Planning Authority to exercise control of the type of use within the category in order to safeguard the amenities of the area.

52) The development shall be implemented in full accordance with the submitted Inclusive design and accessibility strategy and shall thereafter be retained.

Reason: To ensure the development meets the needs of its future occupiers and to comply with the requirements of policies 3.8 and 7.2 of the London Plan and policy DM02 of the Barnet Local Plan.

53) The development shall be implemented in full accordance with the submitted Energy Statement (dated June 2016 prepared by BBS Environmental ref EST45932 Issue 1) and shall thereafter be retained.

Reason: To ensure that the development is sustainable and in accordance with policies DM01 of the Barnet Local Plan and policies 5.2, 5.3 and 5.7 of the London Plan.

Informatives

- 1) *Sport England recommend that the drainage assessment and improvement/management scheme is undertaken by a specialist turf consultant.*

- 2) 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.

- 3) Refuse collection points should be located at a ground floor level and within 10m of the refuse vehicle parking bay. Level access should be provided for the refuse collection personnel to collect the bins. The refuse collection personnel are not expected to push the bins on an inclined surface to safeguard their Health and Safety requirements. Alternatively, the dustbins will need to be brought to the edge of the refuse vehicle parking bay on day of collection. The applicant is advised that the Council's refuse collection department is consulted to agree a refuse collection arrangement.

- 4) The applicant must submit an application under Section 184 of the Highways Act (1980) for all the proposed vehicular accesses. The proposed access design details, construction and location will be reviewed by the Development Team as part of the application. Any related costs for alterations to the public highway layout that may become necessary, due to the design of the onsite development, will be borne by the applicant.

To receive a copy of our Guidelines for Developers and an application form please contact: Traffic & Development Section –Development and Regulatory Services, London Borough of Barnet, Barnet House, 1255 High Road, Whetstone, N20 0EJ.

- 5) For construction works adjacent to the public highways, the applicant must contact the council's First Contact on 0208 359 2000 for any necessary Highways Licenses.

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

commencement of any construction or demolition works on site.

- 7) The applicant is advised that any street furniture or lighting column affected by the proposed works would be relocated under a rechargeable works agreement by the Council's term contractor for Highway Works. You may obtain an estimate for this work from Development & Regulatory Services, Barnet House, 1255 High Road, Whetstone, N20 0EJ.
- 8) The applicant is advised that the proposed development may involve alterations to the existing on-street waiting and loading restrictions. Alterations to on-street waiting and loading restrictions will be subject to a statutory consultation period. The Council cannot prejudge the outcome of the consultation process.
- 9) The council's refuse vehicles will be required to enter the site and therefore the estate roads must be constructed to adoptable standards. Details of the materials and surface finishes that would be acceptable for use on the private roads will be undertaken and constructed to an adoptable standard. Details of the road construction requirements can be obtained from the Traffic and Development Section in Development & Regulatory Services, Barnet House, 1255 High Road, Whetstone, N20 0EJ.
- 10) The gradient for the proposed ramps leading to the underground parking areas should have a gradient not steeper than 1:10 or in accordance with the guidelines in IStructE Design recommendations for multi-storey and underground car parks 3rd Edition.
- 11) The costs of any associated works on the public highway, including reinstatement works, will be borne by the applicants and will require the Applicant to enter into a rechargeable agreement or a 278 Agreement under the Highways Act 1980.
- 12) The written scheme of investigation will need to be prepared and implemented by a suitably professionally accredited heritage practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London.

1. MATERIAL CONSIDERATIONS

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 development plan documents. The Core Strategy and Development Management Policies documents were both adopted by the Council in September 2012.

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

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

The London Plan

The London Plan (2015) is the development plan in terms of strategic planning policy for the purposes of the Planning and Compulsory Purchase Act (2004). The London Plan policies (arranged by chapter) most relevant to the determination of this application are:

Context and Strategy

1.1 (Delivering the Strategic Vision and Objectives for London)

London's Places:

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

London's People:

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

London's Economy:

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

London's Response to Climate Change

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

London's Transport

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

London's Living Places and Spaces

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

Implementation, Monitoring and Review:

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

Barnet Local Plan

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

Core Strategy (Adopted 2012):

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

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

CS3 (Distribution of growth in meeting housing aspirations)

CS4 (Providing quality homes and housing choice in Barnet)

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

CS6 (Promoting Barnet's Town Centres)

CS7 (Enhancing and protecting Barnet's open spaces)

CS8 (Promoting a strong and prosperous Barnet)

CS9 (Providing safe, effective and efficient travel)

CS10 (Enabling inclusive and integrated community facilities and uses)

CS11 (Improving health and well-being in Barnet)

CS12 (Making Barnet a safer place)

CS13 (Ensuring the efficient use of natural resources)

CS14 (Dealing with our waste)

CS15 (Delivering the Core Strategy)

Development Management Policies (Adopted 2012):

DM01 (Protecting Barnet's character and amenity)

DM02 (Development standards)

DM03 (Accessibility and inclusive design)

DM04 (Environmental considerations for development)

DM05 (Tall Buildings)

DM06 (Barnet's Heritage and Conservation)

DM08 (Ensuring a variety of sizes of new homes to meet housing need)

DM10 (Affordable housing contributions)

DM11 (Development principles for Barnet's town centres)

DM13 (Community and education uses)

DM14 (New and existing employment space)

DM15 (Green belt and open spaces)

DM16 (Biodiversity)

DM17 (Travel impact and parking standards)

Supplementary Planning Guidance and Documents:

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

Local Supplementary Planning Documents:

Sustainable Design and Construction (October 2016)

Residential Design Guidance (April 2013)

Planning Obligations (April 2013)

Affordable Housing (February 2007 with updates in August 2010)

Strategic Supplementary Planning Documents and Guidance: Accessible London: Achieving an Inclusive Environment (April 2004)

Sustainable Design and Construction (May 2006)

Health Issues in Planning (June 2007)

Wheelchair Accessible Housing (September 2007)

Planning for Equality and Diversity in London (October 2007)

All London Green Grid (March 2012)

Shaping Neighbourhoods: Play and Informal Recreation (September 2012)

Housing (November 2012)

National Planning Guidance:

National planning policies are set out in the National Planning Policy Framework (NPPF). This 65 page document was published in March 2012 and it replaces 44 documents, including Planning Policy Guidance Notes, Planning Policy Statements and a range of other national planning guidance.

The NPPF is a key part of reforms to make the planning system less complex and more accessible. The NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development. The document includes a 'presumption in favour of sustainable development'. This is taken to mean approving applications which are considered to accord with the development plan. In March 2014 the National Planning Practice Guidance was published (online) as a web based resource. This resource provides an additional level of detail and guidance to support the policies set out in the NPPF.

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. Where permission to be granted, obligations would be attached to mitigate the impact of development which are set out in Section 10 of this report.

National Institute of Medical Research Planning Brief 2016

1.2 Relevant Planning History

Details of site history are listed in Appendix 3 of this report.

1.3 Public Consultations and Views Expressed

Public Consultation

To publicise this application letters were sent to 5554 addresses in August 2016. The application was also advertised on site. The consultation process carried out for this application is considered to have been entirely appropriate for a development of this nature. The extent of consultation exceeded the requirements of national planning legislation and Barnet's own adopted policy on the consultation to be carried out for schemes of this nature.

Number of Responses from Residents

84 responses were received from residents. Of these 66 were objections, 12 were in support and 6 were comments on the application.

Public Consultation Responses

Character and appearance

- 1) Nine storeys are far too high for the area which is partly rural.
- 2) The main building has been a historical landmark for Mill Hill. This building has character and much significance for its existence over so many years contributing to medical research and development. Why not convert the existing main building as flats and retain the outside facades?
- 3) 462 properties are too many for this site.
- 4) Due to other recent redevelopments, Mill Hill is becoming over crowded.
- 5) Scale of development is inappropriate for Green Belt and townscape.
- 6) Proposal will have a detrimental impact on views.
- 7) The heights of Blocks D and E should be reduced by at least one storey. Other blocks should also be reduced in height.
- 8) The proposed redevelopment plan will have an immense impact on public safety and will lead in to increase of crime and disorder in the area.
- 9) Loss of privacy caused by construction of a nine storey building.
- 10) New buildings are characterless and design is uninspiring and unimaginative.
- 11) There seems to be an excess of over 30 per cent in the footprint of the overall buildings on the site compared to the current buildings. This seems to be contrary to the guidance given in Article 89 of the National Planning Policy Framework concerning what can be built on the Green Belt.
- 12) The new wings resemble ugly square blocks.
- 13) The loss of the existing boundary fencing will pose security risk to surrounding houses and will have a detrimental impact on the rural character of Burtonhole Lane.
- 14) The proposed density is excessive.
- 15) There is not enough planting to mitigate overlooking and loss of privacy caused by large number of balconies on K blocks.
- 16) No tarmac surfaces should be implemented over Green Belt land.

Proposed uses

- 1) Lack of affordable homes.
- 2) Lack of jobs being provided.
- 3) No new medical centre being proposed.

- 4) Opening up green belt will attract more people to the site, causing traffic congestion.
- 5) Site should be used as concert hall/exhibition space.
- 6) No mention in application regarding the retention of house on Fir Island.

Highways and parking

- 1) There should be no access to the site from Burtonhole Lane. This road is quite narrow and already has enough traffic.
- 2) There needs to be double the amount of parking spaces provided i.e. about 1000.
- 3) Public transport is not good enough in the area for people not to have cars. Also it would be discriminating against disabled people who cannot manage public transport and rely on their cars.
- 4) There are already traffic queues every morning opposite to the proposed development area. The development will exacerbate this existing congestion.
- 5) Limited road and access provision.
- 6) Devonshire road will become a rat run. Can speed cameras be installed on Devonshire Road?
- 7) Speed bumps should be fitted for road safety – due to proximity of schools there are a lot of children near road.
- 8) It is a laudable sentiment to encourage people to cycle, but the planners have obviously not taken into consideration the topography of the site. Every approach road, especially from Mill Hill Broadway and Mill Hill East, is up a very steep incline.
- 9) Removal of fencing along Burtonhole Lane and new footpaths will encourage parking on Burtonhole Lane/Hillview Road/Eleanor Crescent. There is no proposal to create visitor parking to cater for this new access. Parked cars on Burtonhole Lane would actually block this semi-rural lane.
- 10) The number of residential units should be reduced so it is proportionate with the number of parking spaces.
- 11) There should be a double yellow line on Burtonhole Lane.
- 12) Impact of construction vehicles travelling to and waiting near the site.

Impact on local services

- 1) There is already difficulty of looking for school places, doctors surgeries and on public services in Mill Hill. The proposal will exacerbate this problem. How is the application addressing this?
- 2) The addition of 450+ commuters using bus number 240 and the already packed northern line and Thameslink service will deteriorate even more the quality of the service. Are you having any discussion with TFL to improve these 2 services?

Environmental issues

- 1) The proposal will further add to pollution within a beautiful spot in Mill Hill Village.
- 2) There will be an increase in noise nuisance from the increase in traffic volumes and car horns.
- 3) The speed these cars are travelling will result in an increase in accidents.
- 4) Potential light pollution.
- 5) Potential detrimental impact on nesting birds, deer and badgers.
- 6) Potential wind tunnel impact.
- 7) Exploration is required to ensure that any toxic waste in the soil has been adequately and thoroughly investigated and cleared is essential before buildings begins.
- 8) The height of the blocks of flats will cast shadow over the lower housing blocking their light for much of the day.
- 9) Building works will create disturbance for local residents.

Support

- 1) There is housing shortage and with an influx of people to the local area, the High Street and amenities will also improve.
- 2) At the moment the Institute is an eyesore on a beautiful site, blocking out delightful views and open space.
- 3) The development will provide much needed affordable housing and housing for first time buyers.
- 4) The development will provide a variety of flats.
- 5) New green space for both residents and non-residents is a positive impact.
- 6) New café is a beneficial addition.

Planning Response to Public Objections

- 1) Only the new main building will be 9 storeys. The main building will be rebuilt to the same height as the existing main building. Due to the local landmark status of this building and existing height, the proposed height of the rebuilt main building is considered to be appropriate.
- 2) The landmark status of this building is acknowledged in terms of its medical history and physical presence. In terms of its use, despite its long history as a medical institution in 2004 it was recognised that the site was no longer appropriate for continued medical research. This is due to its lack of proximity to other research facilities and London Universities. The new location for the institution at Kings Cross resolves these issues. In terms of the physical status of the buildings, due to the significant damage the building has sustained over the

years (including corrosion of the copper roof, removal of original balconies and damage to brickwork) the architectural qualities of this building have been compromised.

- 3) As mentioned previously it is proposed to separate the existing wings from the main building. This is an important alteration as it will break up the mass of buildings along the Ridgeway, which will increase views of the Green Belt and provide better accommodation. The amount of original façade that could be preserved is minimal after the repair works and wing detachment. Therefore the complete rebuild of the main building is considered necessary instead of its conversion. Further details relating to why rebuild is preferable to conversion is contained in the urban design section.
- 4) The density of the proposed residential development complies with London Plan density standards. The site displays the characteristics of a “suburban” site. The London Plan density matrix (Table 3.22) therefore suggests residential densities of between 150 to 250 habitable rooms per hectare and 35-80 units per hectare. The proposed density for the application is 49 units per hectare when assessing density on the southern developed part of the site which has an area of 9.5 hectares). This density falls within the appropriate ranges as outlined in the London Plan. The proposed number of residential units is therefore considered acceptable.
- 5) The impact of the new development has been assessed in conjunction with nearby residential developments including Mill Hill East and St Vincents Lane.
- 6) The Green Belt section of this report analyses the impact of the scale of development on the openness and function of the Green Belt.
- 7) The application was accompanied by ‘selected view’ visualisations. The list of views were pre-agreed with the Planning and Conservation Area Departments and included views from neighbouring areas directly adjoining the site together with views from across the Totteridge Valley. As a result of the appraisal of these views, Block F1 has been reduced in mass due to the impact this block had on St Vincent’s Lane.
- 8) The heights of all proposed blocks have been carefully reviewed in terms of their impact on the Green Belt and the Mill Hill Conservation Area. As a result of this review the mass of block F1 has been reduced. However, the remaining blocks are considered to be of an acceptable height and mass.
- 9) Although the highest proposed building is 9 storeys, this will match the height of the existing main building. The other buildings range from 2 to 6 storeys. Although some of the buildings are higher than the typical building heights of Mill Hill Village, the positioning of these buildings at a lower level within the existing landscape, reduces their visibility from the Ridgeway and from outside the site.
- 10) The design for the scheme has been reviewed by the Metropolitan Police who are satisfied with the design from a ‘secure by design’ aspect.
- 11) The proposed main building has nine storeys similar to existing; therefore there will be no increased element of overlooking or greater loss of privacy than existing. It should also be noted that the minimum distance between the main building and the nearest existing neighbouring property is over 70 metres from

the main building, which is considered to represent a considerable separation distance and would be more than acceptable in policy terms.

- 12) The footprint of the overall site is actually being reduced. However, the floorspace is increasing as the scheme concentrates development in the reduced site area. The full analysis of the impact of the proposal on the openness and function of the Green Belt is provided in the relevant section.
- 13) The new detached wings are considered to be proportionate to the core of the main building and reflect, in terms of their design and elevational treatments, the existing wings of the main building.
- 14) Full appraisal of the design of the new buildings is within the urban design section.
- 15) The existing high security fence is not aesthetically pleasing and is not considered to contribute to the character of Burtonhole Lane. The removal of this fence will improve Burtonhole resident's accessibility to the new green spaces that this development is to provide and the Totteridge Valley.
- 16) Barnet Council Sustainable Design and Construction SPD (2016) specifies that 'in new residential development there should be a minimum distance of 21 m between properties with facing windows to habitable rooms to avoid overlooking, and 10.5 m to a neighbouring garden'. There are significant distances between the K blocks and the residential properties of Burtonhole Lane (*the nearest property is No. 4 Oakfields on Burtonhole lane with a distance of 28 metres between K2 and this property's front boundary and 38 metres to the front elevation*) as well as the F blocks and St Vincents Lane. As such, purely on separation distance, there is no detrimental loss of privacy to these neighbouring properties. However, the landscaping strategy still proposes planting along the boundaries with Burtonhole and St Vincents Lane which will provide screening. It is considered that these two factors together provide adequate privacy.
- 17) Conditions have been imposed requiring that details of hardsurfacing materials be submitted to and approved in writing by Planning Officers. This will ensure that the hardsurfacing materials are high quality and do not have a detrimental impact on the character and appearance of the Green Belt or Conservation Area.

Proposed Uses

- 1) The applicant has made an offer to the Council of 20% of units to be intermediate housing in the form of affordable rent. This will comprise of 92 units. In addition, the applicant is willing to also offer £4.56M towards an off-site cash payment towards social rented accommodation within Barnet. The Council instructed GL Hearn to carry out an independent review of this offer submitted. They have confirmed that this offer is viable.
- 2) The proposal will be providing B1 office space on the ground and lower ground floors. The employment section of this committee report explains why this level of employment space is considered acceptable.
- 3) Although no medical facility is being proposed on site, CIL contributions will fund improvements to local medical facilities.
- 4) The increase in vehicles (2 way) at the site in the AM and PM peaks is estimated to be +98 and +56 respectively, which is less than 2 per minute in the AM peak and less

than 1 per minute in the PM peak. Therefore, whilst there will be an increase in traffic, it is not significant and modelling of the adjacent junctions shows sufficient capacity, except at the Bittacy Hill/Frith Lane Junction, where improvements are proposed.

- 5) Careful consideration has been given to the proposed uses on site with consultation with the Council's Planning and Policy officers. The proposed uses are considered to be policy compliant and in demand by existing and future residents.
- 6) Any redevelopment of Fir Island will require a separate planning application which will be reviewed by Planning, Policy and Conservation officers.

Highways and Parking

- 1) The only access to the site from Burtonhole Lane is an Emergency Access. Restrictions will be in place to stop any through movement of non-emergency vehicles.
- 2) The development will have a total of 544 residential parking spaces, 50 visitors' parking spaces and 19 commercial parking spaces. Such provision is in the upper range of the London Borough of Barnet's parking standards and takes into account the 1b PTAL rating for the site.
- 3) The 240 bus, which provides a frequent service between Golders Green and Edgware, stops just outside the site entrance (both directions) at the 'Medical Research Institute' bus stop. The off-peak journey time of the 240 bus from this bus stop to Mill Hill East underground station is 3 minutes. Mill Hill East London Underground Station is served by the Northern Line and is located 1.4km south east of the site. The 240 bus also connects the 'Medical Research Institute' bus stop with Mill Hill Broadway station with an off-peak journey time of 9-10 minutes. Mill Hill Broadway, which is served by Thameslink, is located 2.4km to the west of the site.

Internally, the proposed gradients take into account guidance from 'Shaping Neighbourhoods Accessible London: Achieving and Inclusive Environment SPG' dated October 2014 and Manual for Streets 2. The latter states:

5.2.5 'The gradient of pedestrian routes should ideally be no more than 5%, although topography or other circumstances may make this difficult to achieve. However, as a general rule, 8% should generally be considered as a maximum, which is the limit for most wheelchair users, as advised in Inclusive Mobility.'

8.4.2 'In hilly areas steeper gradients will be frequently required, but a gradient of 8% should be regarded as a practical maximum unless there are particular local difficulties. This is also the maximum gradient that a manual wheelchair user can negotiate.'

- 4) The application includes a Transport Assessment which has been reviewed by both TfL and the Council's Highways Team to ensure that the proposal will not have a negative impact on local roads. Full details are provided in the highways/transport section of this report.
- 5) The application includes a Transport Assessment which has been reviewed by both TfL and the Council's Highways Team to ensure that the proposal will not have a negative impact on local roads.

- 6) The modelling work undertaken does not indicate any significant increases in traffic on Devonshire Road.
- 7) Provision of a zebra crossing and removal of on street parking is proposed to improve safety and visibility on the Ridgeway. Average daily speeds recorded on The Ridgeway in 2016 were not deemed excessive at 26.8 mph Eastbound and 24.9 mph Westbound.
- 8) The parking provision is in line with London Plan standards and therefore considered to be acceptable. The rather steep nearby topography of Bittacy Hill is not considered to be sufficient a reason to fail to meet the London Plan standards. It should be noted that contributions are sought for increase in cycle parking provision at nearby stations (Mill Hill East and Mill Hill Broadway).
- 9) The development will have a total of 544 residential parking spaces, 50 visitors parking spaces and 19 commercial parking spaces. Such provision is in the upper range of the London Borough of Barnet's parking standards and takes into account the 1b PTAL rating for the site. With such provision, overspill parking onto adjacent roads is not envisaged.
- 10) The development will have a total of 544 residential parking spaces, 50 visitors' parking spaces and 19 commercial parking spaces. Such provision is in the upper range of the London Borough of Barnet's parking standards and takes into account the 1b PTAL rating for the site.
- 11) The development will have a total of 544 residential parking spaces, 50 visitors parking spaces and 19 commercial parking spaces. Such provision is in the upper range of the London Borough of Barnet's parking standards and takes into account the 1b PTAL rating for the site. With such provision, overspill parking onto adjacent roads is not envisaged and therefore double yellow lines on Burtonhole Lane should not be required.
- 12) A construction management plan has been submitted with this application and has been appraised by the Highways department.

Impact on local services

- 1) Appropriate contributions will be made through S106 and CIL to local services. See the Heads of Terms for details of these contributions.
- 2) TfL has been consulted in regards to this application. The appropriate contributions have been in relation to transport (see Heads of Terms).

Environmental issues

- 1) Environmental Health has reviewed the application and has requested conditions are imposed to restrict pollution.
- 2) The net increase in vehicle drivers to and from the site due to the development is estimated to be 98 and 56 in the AM and PM peaks respectively. These changes in traffic flow are not envisaged to have a significant impact on air quality or noise pollution in this area.

- 3) A review of Personal Injury Accident (PIA) data in the latest five year period has been undertaken. In the vicinity of the site, two slight accidents were reported at The Ridgeway / Burtonhole Lane Junction and four slight accidents at The Ridgeway / Milesplit Hill Junction. There were no accidents recorded at the existing accesses to the site and no fatalities on The Ridgeway between the junctions with Milesplit Hill to the west and Partingdale Lane to the east, as well as Burtonhole Lane to the east of the site and south to Holders Hill Circus.

It is considered that the number of accidents will not significantly increase as a result of the development.

- 4) Light pollution has not been identified by Environmental Health as an issue for this site. A condition has been imposed by the Council's Street Lighting department to ensure the quality of future lighting on site and that it is sensitively placed in relation to neighbouring occupiers.
- 5) As part of the appraisal procedure local nature groups were consulted. These groups specified which species were present on site and how these should be protected. Appropriate conditions have been included to ensure that these species are protected.
- 6) A micro climate report was submitted with this application, specifically referencing wind movement in the area. This shows that overall the wind microclimate in and around the proposed development will be acceptable for its intended use.
- 7) The environmental health department have reviewed the Environmental Statement and requested that conditions be attached to any planning approval relating to ground contamination.
- 8) A daylight and sunlight report was submitted with the application. The full appraisal of this report is detailed in the Daylight and Sunlight appraisal section of this Report.
- 9) A condition has been included limiting the hours during which construction works can take place.

1.4 Summary of external consultees

Affinity Water

The construction works and operation of the proposed development site should be carried out in accordance with the relevant British Standards and Best Management Practices, thereby significantly reducing the groundwater pollution risk. It should be noted that the construction works may exacerbate any existing pollution. If any pollution is found at the site then the appropriate monitoring and remediation methods will need to be undertaken.

Highways England

Have no objections to make on this application.

Natural England

Have no comments to make on this application.

Environment Agency

Have no objections to the proposed development as submitted but have provided standard advisory comments.

Sport England

Sport England does not object to the planning application in its capacity as a statutory consultee but does object in its non-statutory capacity due to the sports proposals not meeting the increased demand from the development and the lack of facilities to support community use of the playing pitch.

Sport England's policy is to oppose the granting of planning permission for any development which would lead to the loss of, or prejudice the use of, all or any part of a playing field, unless one or more of the five exceptions stated in its policy apply.

The submitted documentation indicates that the existing playing field would be improved and made available for community use. Although the pitch markings on the proposed drawings do not show the cricket and junior pitches shown on aerial photographs, there is no reduction in the playing fields size. Sport England are unable to ascertain what improvements are intended therefore a condition is advised, if approved, for a package of improvement measures to be submitted and approved to ensure the works intended to the playing field would improve the playing field and enable and enhance community sport.

In consequence, Sport England, in its capacity as a statutory consultee, does not wish to raise an objection to this element of the proposal, namely the impact on the playing field, as the proposal in this respect is considered to broadly meet Sport England Exception E5.

The absence of an objection is subject to a condition being attached.

London Wildlife Trust

We would like to see precautions such as a temporary badger fences to exclude them from the development area during demolition and construction as they can be attracted to disturbed ground and excavations and become trapped or injured.

We would ask that precautions should be taken to protect slow worms or grass snakes including reptile proof fencing to exclude them from the development area during demolition and construction to prevent possible harm. We would like to see some areas of habitat maintained with reptiles in mind including variable vegetation heights, sunny basking areas and suitable refugia. The woodland glades could be a suitable location.

We welcome the creation of new habitats especially the new wetland area. Also the creation of new, and enhancement of existing green corridors improving permeability and connectivity to habitat in the wider area.

The retained trees are an important feature of the site which provide important wildlife habitat and corridors as well as a wide range of ecosystem services to the development. However far too many trees have been grouped together preventing the full consideration they warrant. The bat survey has only assessed trees due to be felled for bat roost potential. There is a failure to recognise that felling is not the only impact development can have on trees and the wildlife that depend on them. Changes to hydrology, topology, shading and sunlight as a result of new buildings, new planting and artificial lighting can all impact on the trees and their inhabitants. We would like to see a long term tree management plan for the

site.

We welcome the level of new planting but would propose that conditions should be in place which requires any new planting that fails within the first five years to be replaced. We would like to see fruit, nut and berry bearing and nectar rich species featuring in the new planting proposals.

We would like to see the inclusion of a variety of nest boxes/bricks built into the buildings and/or fitted to trees within the site. These should include those suitable for bats, sparrows, swifts, swallows, house martin, tits, owls and kestrels. Boxes with 32mm holes can be used by blue tits, great tits and sparrows. Wooden boxes should be fitted with metal plates to reduce the risk of predation. Alternatively boxes/ bricks made of woodcrete have good insulating properties, resist predators and can last 25 years or more. Funding should be set aside for annual cleaning and maintenance of boxes.

We propose that the woodland area, bounded by Burtonhole Lane, remains as a quiet wildlife area. Unnecessary 'tidying' should be avoided, retaining standing and lying dead wood wherever possible. In order to avoid disturbance lighting and formal paths should be avoided as well as play and exercise equipment.

We would like to see planning ensure that the sports pitch(es) remain natural turf and not be replaced with any artificial surfaces as this would constitute a significant loss of habitat. Also no lighting (including floodlighting) should be installed in this area because of the negative impact this would have on nocturnal wildlife including bats which utilise the field's boundary features including the folly brook. Construction lights should also be positioned so as not to illuminate woodland and tree belts.

We welcome the inclusion of green/brown roofs on most of the buildings and ask that they are biodiverse rather than a simple sedum mat in order to maximise their value to wildlife.

RSPB

Any development needs to reflect the ambience and be sympathetic to its surroundings and setting. Thus it should be carefully designed to accord with the existing housing stock, be low density and low profile - with the exception of the re-developed landmark building.

The current application fails to meet the criteria for the retention of the rural Conservation Area in terms of both density and visual affect.

This application affects a large swathe of protected Green Belt extending from The Ridgeway to the Folly Brook (SINC). Consequently it will have a marked effect on the character of the area, which has remained largely unchanged for almost a century.

The site description erroneously refers to the whole site as "Brownfield" but this cannot be so, particularly in respect of the open fields which are form part of an important land scale ecosystem. The Folly Brook and its environs form an important habitat in its own right for breeding and wintering birds and is a magnet for tired migrants. It is therefore vital to protect it against pollution during the construction stage and thereafter. A buffer zone of at least 20 metres should be established and maintained and be rigorously enforced to minimise disturbance. This should be a planning condition.

Although it is common practice in a Desk Study to merely use records on GLGI most nature observers in the Greater London Area submit their records to the London Natural History

Society (LNHS). Consequently the information provided fails to adequately reflect the diversity of species found in the Totteridge Valley.

This mature woodland not only creates a visual buffer and important wildlife corridor but is understood to shelter a wide variety of wildlife, including Owls and Woodpeckers. Bearing in mind the known presence of (red listed) Lesser Spotted Woodpeckers in the general vicinity this woodland should be 'managed' for nature conservation with old and dead branches retained to provide breeding, feeding and roosting habitat. Consequently this woodland should be kept quiet from human disturbance and not considered merely amenity space. This should be a planning condition.

We are particularly concerned at the proposed removal of several hundred trees. All of the existing trees constitute part of the area's natural resources providing vital ecosystem services. The provision of new plantings will not compensate for the ecosystems lost until they reach the same level of maturity, which may be many decades.

All new plantings should be locally obtained (not imported), disease free and from a reputable bio-secure supplier. This should be a planning condition.

The fields should be 'managed' with retention of biodiversity in mind. The introduction of synthetic surfaces should be rejected outright. As should the introduction of any form of lighting that would adversely affect the natural foraging of the local Bat population.

Appropriate measures need to be implemented to safeguard Badgers from harm during the construction phases and thereafter foraging runs reconstituted. This should be made a planning condition.

Appropriate measures need to be implemented to safeguard reptiles and amphibians from harm during the construction phases and provision made for suitable habitat to be incorporated in the overall development plan with inter-connecting wildlife corridors through a planning condition.

As Swifts are known to congregate around the existing building this would make an ideal site for swift bricks. Affixing House Martin Cups would encourage this species to breed, particularly as the new water body will provide additional feeding opportunities. Swallow ledges and open Swallow Cups suitably sited would be a positive measure to help the local population to thrive.

The Local Planning Authority should insist that more thorough Dawn and Dusk Surveys are conducted in order to satisfy itself that the local Bat population will not be adversely affected. Lighting should be restricted to low intensity and directed away from potential Bat foraging and roosting habitat. This and the need for proper Bat Surveys should be made planning conditions.

Over-spill parking is already a problem and they envisage it will only get worse. The Ridgeway is already overcrowded with parked vehicles, especially during school term, often blocking the progress of the 240 bus and other large vehicles.

Metropolitan Police

The proposed development has been developed in line with 'Secured By Design' principles, with further guidance from "Secured By Design - New Homes 2016" and "Secured By Design - Multi-Storey Dwellings". The design team met with LB Barnet's Secured by Design officer on the 19th May 2016.

The proposal consists of a series of well-defined street scenes and neighbourhoods. The majority of these streets have continuous frontage to pavements and roads, with a number of residential properties overlooking shared communal gardens and shared parking courts.

The gardens are for use by residents only, who gain access by either the rear of their property or rear garden pathways with secured gates. Continuous secured enclosure allows for open aspect over low garden walls from the private ground floor of residences, while considered block placement creates overlooked courts and communal spaces drawing on residents sense of 'ownership' over shared space for neighbourhood security.

Active frontages with habitable rooms provide natural surveillance through the scheme. Routes into and across the site are intuitive. Sight lines have been considered and blind corners avoided. The experience of moving around the site has been considered with the aim to provide a sense of identity, privacy and shared ownership.

This is evidenced by shared surfaces and articulated entrances to homes and a clearly defined design language in different neighbourhoods of the site. All footpaths and cycle paths are of generous width unless shared with trafficable surfaces, in which case material treatments and road markings encourage slower vehicle speeds and pedestrian priority.

All residences have generous windows in habitable rooms facing onto public realm. This has created positive natural surveillance across the site, which encourages community led security. The Office for National Statistics identifies the area as benefitting from low crime rate figures. Please refer to Lizlake Landscape Design Statement for further Secured by Design details.

North London Branch of Small Businesses

There is concern about the continued erosion of small business office space throughout the borough of Barnet and we are accordingly supportive of any such development that will offer similar space to the communities of local SMEs. With this in mind, we support the proposed development with its offer of hub working spaces for local businesses. It is important that office spaces are accessible to existing businesses in the local community and not be proposed for only new businesses.

Furthermore, it is also important that any appropriate services provided (internal coffee shop) should be delivered by small, local organisations, rather than large corporates and where possible local SMEs be included in the procurement chain.

Thames Water

Should the Local Planning Authority look to approve the application, Thames Water would like a 'Grampian Style' condition imposed requiring a drainage strategy to be submitted to and approved by the Council.

We would expect the developer to demonstrate what measures he will undertake 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 an informative attached to the planning permission.

Historic England - Archaeology

The Greater London Archaeological Advisory Service (GLAAS) provides archaeological advice to boroughs in accordance with the National Planning Policy Framework and GLAAS Charter.

The National Planning Policy Framework (Section 12) and the London Plan (2011 Policy 7.8) emphasise that the conservation of archaeological interest is a material consideration in the planning process. Some historic buildings are of archaeological interest and this interest can be harmed by the loss of historic fabric. If planning consent is granted paragraph 141 of the NPPF says that applicants should be required to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) and to make this evidence publicly available.

Appropriate conditions should be included.

Historic England - Historic buildings and areas

The density and design of the buildings proposed for this site would make a considerable change to this part of the Mill Hill Conservation Area.

The site at present contains several structures with a relatively large footprint, though most are relatively low in height. The overall built density on the site would be considerably increased by the proposed development, with an increase in height across much of the elevated south side of the site. The interrelation of the new structures' proximity, massing and height contributes to their impact.

The conservation area has a semi-rural character, featuring much planting and some open views to countryside beyond. Larger buildings are in institutional use, and generally take traditional forms for a semi-rural area such as country houses and schools. There are few visible clusters of large structures, and generally no buildings above three storeys, apart from the cruciform building on this application site.

The application site is somewhat screened by trees, which goes some way to softening the impact of any development. However, views studies included within the application make clear that the new development would be clearly visible from a variety of locations within and outside the conservation area. From St Vincent's Lane, within the conservation area, and the existing and new public footpaths to the north of the site, the scale and layout of the proposals will have a relatively high impact. The topography of the area means that the application site is prominent at distance. At present, in long views into the conservation area from the Totteridge Valley and the Totteridge Conservation Area very little built fabric is visible in this part of the conservation area, with only the cruciform building roof protruding above the treeline, and some small parts of buildings or roof structures periodically visible amongst trees.

The development will alter these views, adding a large number of buildings clustered around the rebuilt cruciform. Overall, in views from within and outside the conservation area, the development would be considerably denser and more urban in feel than the remainder of the conservation area.

Any major new development in a conservation area should be anchored to its location and use the area's existing character to extend a sense of place. The Mill Hill conservation area does not have a dominant building style, but has a character which can be defined by its semi-rural feel, and its variety of carefully designed institutions or modest vernacular buildings. The eclectic buildings have varied profiles, often featuring pitched roofs. The design principles for the flat-roofed blocks do not appear to draw from structures within the wider conservation area. The design approach varies slightly across the site, but further

opportunity could be taken to respond to the conservation area by drawing from its characteristic variety of built forms and rooflines.

Mill Hill Preservation Society

- The Draft Planning Brief under Clause 3.8(c) states the application site is considered 'brownfield land' with constraints as to how this should be developed. The Society are concerned that the 'red line' denoting the application boundary is currently taken around the whole plot area including the areas to be set aside as green spaces and for sports use. The concern is that at some future date this general designation as 'brownfield land' may be used to allow further development in the Green Belt. We feel the situation should be prevented by way of a condition in the Planning Consent.
- The Draft Planning Brief sets down the parameters as to how the site could best be developed and generally these stipulations seem to have been met. The designation of the land as 'brownfield land' (see above) has ensured that the site has no more development proposed than is currently present. The National Planning Policy Framework (NPPF) Section-9 'Protecting the Green Belt' under clause 89 states: "*A local Authority should regard the construction of new buildings as inappropriate in the Green Belt. The exceptions are...The Replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces.*"

The Planning Statement under item 8.48 including Table 8.1 on page 38 states that the existing sq. m is 42,000 whereas the proposed is 58,064 an increase of 16,064 sq. m or +38% increase. This excludes the basement space.

There are no special circumstances given as to why this significant increase can be justified. Whilst the Society agrees a change of use is necessary this does not imply that the NPPF requirements should be laid aside. This increase is therefore unacceptable and points to the fact that the proposal represents an overdevelopment within the Green Belt.

- The Society requires the Council to ensure that the built area of the new buildings should not significantly exceed the existing built area on the site, that the NPPF requirements are met, and therefore the proposed overall density is reduced.
- The proposals are unclear on how the sports fields might be used.
- The site stands in the Conservation Area and how best the design should respond to this is not obvious. The main issues seem to be the contribution to The Ridgeway and the relationship with Burtonhole Lane on the edge of the area.
- The application submitted has the cruciform building being rebuilt as new so that better use of the floor space can be made. The Society is not against this approach as long as the original detailing is reflected in the design, the landmark roof is reconstructed, and the height does not exceed the original. The Society believes the work being done to recreate the original building has merit and the studies showing the attention to detail are encouraging. However, we do have concerns about the deconstructed wings as they do not seem to follow the same design principles as the main building.
- The elevation drawing 1623-DWG-PL- 00-170 shows the whole development elevation to The Ridgeway, but at the south-west corner the buildings are obscured by trees on the drawings. However the roof line looks like it continues at 4 storeys close to the boundary with Rhodes Farm. The Society feels that the new development should step down as it

approaches this corner so that more appropriate massing is provided next to the adjoining existing buildings.

- The Society feels that some acknowledgement of affordable housing should be made either within the site or by S.106 Agreement in connection with any planning approval granted.
- The Society welcomes the suggested commercial space within the lower floors of the cruciform building, although in our view not enough use has been made of the site potential to facilitate alternative needs. The provision of a Café (A3) and a gym (D2) on the lower ground floor, and office units (B1) on lower ground, ground and first floors are well located for access by the community without interfering with the residential aspects of the development. The Society is especially concerned that there will be inadequate visitor parking provision made for the café so it is easily accessible to the neighbourhood as opposed to just the users on site. Similarly, the gymnasium.
- For market housing LBB Policy DM08 calls for homes with 4-bedrooms as the highest priority, and homes with 3 bedrooms as a medium priority. However, Barnet Housing Strategy 2015-2025 has a slightly different interpretation.
- The Society feels that it is inappropriate to use density tables from the London Plan to evaluate density in this situation. The design brief has stated the area of built form and the role of the developer must be to produce the best possible scheme utilising this floor space.
- There should be no in or out access onto Burtonhole Lane especially as the lane is quite narrow and already carries significant residents' traffic and transport to various activities.
- The residents of Burtonhole Lane are very concerned that the emergency access might come into to general use and request that, if permission is granted, its exact role is set down in the planning conditions.
- The cycle parking provision seems excessive compared to inadequate car parking provision.
- The general text is slightly misleading about the provision of visitor parking in that it says that such parking is to be within the carriageway circa 5% (25 spaces) to 10% (50 spaces) and therefore no specific parking bays have been allocated for visitor parking and the exact number has not been determined.
- It would be unacceptable if this development created overspill parking on The Ridgeway or nearby side roads.
- There is considerable concern locally about the additional traffic that the development will cause to The Ridgeway – an already busy thoroughfare especially during school activities. An increase of cars over two entrance/exit points does not seem excessive. Nevertheless, at times there is undoubted congestion on The Ridgeway, mostly caused by poor parking and the development does provide an opportunity to re-examine parking provision, bus stop location, pedestrian crossing points and other related matters to ensure adequate traffic flow and safety for pedestrians especially school children.
- The D&AS gives under Section 2 – page 16 Sub-section 2.5 Area Context, page 33 Subsection 2.18 The Vernacular Material Palette and page 37 Sub-section 2.22 Analysis of Local Vernacular gives a plethora of local images which seem to be included as a guide to a possible material palette of the buildings. Leaving aside the cruciform building

and its deconstructed wings that we have discussed elsewhere (see clause 3b), the remaining buildings do not seem to relate to the local vernacular.

- The proposed house types seem relatively sensitive as do blocks in the Woodland Cluster namely J1, J2, J3, K1 and K2. The units facing The Ridgeway namely D1 and D2 seem especially banal. The remainder of the block could be found in any development and bear little relation to being in the Mill Hill Conservation Area.
- We would draw attention to our scoping letter – clauses 10.2, 10.8, 10.11 and 10.17 as we are not sure if these items have been dealt with in this application.
- The Preservation Society seeks to emphasise the great importance of safeguarding the integrity of the Folly Brook, not simply from pollution but to ensure that the buffer zone of just 20 metres is robust.
- With respect to the woodland element we agree that it needs some management – however, it is a haven for wildlife and we suggest access to the public would be inappropriate. Some form of unobtrusive fencing is required but with openings to enable wildlife to move in and out of the area.
- The landscaping proposals and the planting strategy by Liz Lake Associates is an appropriate solution apart from the reservations set out in 7a above.
- The views of the development from Burtonhole Lane seem reasonable - (see Clause 3a). The views from The Ridgeway seem reasonable with the exception of Blocks C1, C2 and D1-D2 as noted previously – (see Clause 3.b and 3.c). The view from St Vincent's Lane is poor. The long distance views from the Totteridge Valley are very important. The view visualisations clearly show that the new cruciform building will have a similar impact in the valley. It also shows that the 12 houses are well below the tree line and should not be out of keeping. However, the remaining blocks all seem to appear to be above the tree line and will be an intrusion into the landscape.
- The Traffic Report proposes that a route through the Conservation Area for trucks would be acceptable. We disagree with this. The NIMR scheme is on the edge of the Conservation Area and so it would be sensible for construction traffic to spend as little time in it as possible – coming and going using Bittacy Hill down to Holders Hill Circus and joining the wider road network. This should be incorporated into the planning conditions.
- The demolition and construction programme is anticipated to span a 5 year period. It is important that this programme is incorporated into the approval so as to avoid the development period has been extended unreasonably.
- The Society request that the branded hoarding be limited to The Ridgeway as it will be an unnecessary intrusion around other parts of the site. This comment also relates to Clause 5.53 and 5.54 as the Society considers the closure of public footpaths unacceptable.
- Clause 5.48 of CP&M states that limited staff parking will be provided on-site during the demolition and construction phases. The Society would expect the developer to make the necessary arrangements for on-site parking for all the staff and workmen to avoid overspill parking.
- In respect of Clause 5.68 of CP&M Liaison with Neighbours MHPS would be prepared to contribute to regular community group meetings with the development team.

- We were surprised to see that the cruciform building was down as the last phase of works. The housing alongside Burtonhole Lane is shown in the first phase, and during Phases 3 & 4 the 'emergency access' to Burtonhole Lane will be the resident access for blocks K1, K2 & J1, J2 J3 – that is for the period from June 2019 through to December 2021. This will not be a thrilling prospect for the residents who use Burtonhole Lane as their only means of access to their homes. After that time if the main site road is not available due to the cruciform building being the last phase then we can see this access being used for a considerably longer period. This scenario would be totally unacceptable to the Society.
- Fir Island: This is part of the site tendered for by Barratt London, but this element has not been included in the current application. The Society believes that all aspects of the whole site should have been included in the application.

Mill Hill Neighbourhood Forum

Height & Design: The Forum does understand that there are structural issues in retaining the main building. As the rebuilt building has a similar height/mass, this is acceptable to the Forum.

That said the site falls outside the Regeneration and Growth Areas defined in the Local Plan. Once this density and height crosses the boundary set by the Local Plan the suburban nature of Mill Hill will change to urban. Policy CS1 is about consolidating growth to provide stronger protection for the suburbs and enhance the quality of neighbourhoods. Policy CS5 states that tall buildings (8 stories / 26m or more) may be appropriate in specific strategic locations that include the Colindale AAP. Importantly, Mill Hill is not one of these locations. The policy states that 'outside of these specific locations, proposals for tall buildings will not be supported'.

We are surprised to see that some of the buildings around the "Core" in this application are proposed at a height of 6 storeys and this we object to, as it does not comply with the Local Plan, and exceeds the heights of other existing buildings on this site.

While we recognise that the current "wings" of the cruciform building have flat roofs, we think that the new pavilions and certainly those facing the Ridgeway should have pitched roofs that would be more in keeping with surrounding properties and should take their design cues from the Mansard roof of the "Core" building as it is proposed to be rebuilt. We suggest that pitched roofs would provide a better solution, softening the rather bland, harsh exteriors of the other buildings in this application.

The design of the houses is unimaginative and the wood cladding will look awful within weeks. They display very little award winning architectural merit. We do not see any design continuity with other houses in the vicinity.

Further the Planning Statement acknowledges Barnet Council's Local Plan requirement that 40% of the properties in this new development should be "affordable", it does not however commit to the actual number that will be "affordable". Without such value based data it is frankly impossible to decide whether it is a good scheme overall and one which we should support or object to.

Transport Assessment: Under Transport Connections Part 4.1 recognises that "there is likely to be a high car dependency on this site". It is after all in a PTAL1b area. Surrounding steep slopes means cycling is unlikely to be an option. We note that one traffic survey on the

Ridgeway was completed on 21st July 2015 in the middle of school holidays and is thus invalid.

Outside “peak” hours the Northern Line operates as a “Shuttle” service to Finchley Central every 15 minutes. So while Mill Hill East tube station is outside the maximum distance considered in the PTAL assessment it also needs to be recognised that it is not currently fit for purpose.

Parking: needs have to be contained entirely within the site. Parking in any surrounding roads is simply not an option. Overall we believe that this level of parking is totally unrealistic in a site that has a “high car dependency” and no scope for overspill.

While the above suggested parking provision could perhaps accommodate the needs of visitors to resident’s properties, they would not cover the needs of staff working at the site, or visitors to the café and the business centre.

We are also concerned as to the use of the woodland, open spaces and sports facilities towards the North of the development will encourage overspill parking.

There are currently very few cycle storage racks at Mill Hill East station. Mill Hill Broadway Station has more but they are well used, old and not terribly secure; though these issues could be addressed.

If the developer truly wants cycles to be used then safe cycle paths should be created to the North alongside the footpath from Burtonhole Lane to Totteridge/Whetstone. A second could link the Ridgeway through fields down to Milesplit Cemetery then through Arrandene, to Mill Hill Park, Mill Hill Broadway and on through the old railway cutting to Edgware. Another route could go from Arrandene through Copthall Playing Fields over to Hendon, and all mostly across “Green routes”.

Under the Construction Methodology at 5.49, it is stated that HGVs will not be allowed through Mill Hill Village. This must be made a condition.

It is proposed in the Design & Access Statement at Page 31, that bus stops on the Ridgeway should be moved, apparently proposing to combine in the Easterly direction the stop outside St Vincent’s School with the one outside NIMR. We oppose this as it will greatly inconvenience the school children with very little benefit to residents on the new NIMR development. We agree with the proposal that a Zebra crossing be provided outside the NIMR site.

We definitely agree that the Frith Lane/Bittacy Hill junction is not currently fit for purpose.

Air Quality/ Contamination: We are concerned that due regard is taken for Asbestos which in view of the age and type of construction of many buildings on the site must be present in sizeable amounts and will need appropriate treatment by professionals.

We would hope that normal best practice would be to issue safe soil certificates for all loads exiting the site and subsequently for all such new deliveries to the site.

Construction Plan: We would like to see this developer improve on the proposed target completion date of 2022. We are concerned that a protracted build period means longer overall disruption for local residents and the very unattractive proposition for early residents on the site of living longer in a building site.

Supporting Infrastructure: Currently our doctor’s surgeries are under pressure with it being very difficult to get GP Appointments. We are aware that a new secondary school is required

in Mill Hill within the next 2-3 years on current projections. Bearing in mind the high car dependency of the site, additional parking facilities need to be provided at local stations, shopping centres etc to accommodate the growth as these people will want to enjoy the local amenities and as a consequence this could be good for the local economy but only if they are attracted to spend their disposable income in our area.

Transport for London

Whilst the site has a PTAL of 1b, Mill Hill East and Mill Hill Broadway stations are within 1.4 kilometres and 2.4 kilometres from the site respectively which is a short bus journey. These stations will be used by residents for a significant number of trips by sustainable modes (particularly to access Central London jobs).

The applicant's transport assessment (TA) has underestimated the likely resident mode share for underground and rail use, which should be increased in line with the 2011 Census level for the local area. The omission of secondary modes (e.g. walk/cycle/bus to and from LU/train stations), results in an inaccurate reflection of trip patterns and the site's contribution to promoting sustainable travel. The TA should therefore be revised, in order for the impacts of the development on the transport network to be fully determined. The level of any necessary mitigation measures will then be assessed, which may include contributions towards step free access at Mill Hill East station and/or additional bus capacity.

594 car parking spaces are proposed for the 462 dwellings, amounting to 1.3 spaces per unit. This exceeds the London Plan maximum standard of 516 spaces for this development. Whilst it is accepted that the site has a low PTAL, occupiers may opt to walk or cycle to one of the above stations and as such the development should promote active and sustainable travel. Further discussion on reducing the levels of parking on the site is therefore required. Electric vehicle charging points should be doubled to meet with London Plan standards.

The proposed on-site cycle parking is in compliance with London Plan standards. However the applicant should also further consider the wider cycling and pedestrian environment in a cycle level of service assessment (CLoS) and a pedestrian environment review system (PERS). Routes to Mill Hill East/Mill Hill Broadway stations, and the cycling parking facilities at these stations, should be especially considered in order to identify whether improvements are necessary to further encourage sustainable travel.

Amendments to site the access points and the location of the two adjacent bus stops are proposed which are acceptable in principle. New bus shelters should be provided by the applicant with 'countdown' features, and designed following TfL accessible bus stop design guidance. The funding for this should be secured via appropriate legal agreement. Conditions and/or s106 obligations should also secure the submission and implementation of final workplace and residential travel plans, construction logistics plan, and a delivery and servicing management plan.

Greater London Authority

London Plan policies on Green Belt, housing, affordable housing, urban design, inclusive access, sustainable development and transport are relevant to this application. Whilst the scheme is broadly supported in strategic planning terms the application does not yet fully comply with the London Plan as set out below:

Principle of development: The redevelopment of a previously developed site in Green Belt for residential and commercial use is supported and in compliance with the NPPF and London Plan policy, as the development constitutes limited infill and would enhance the openness of Green Belt. The applicant should confirm that the proposed employment floorspace is flexible and affordable to meet the needs of SMEs.

Housing and affordable housing: Notwithstanding the applicant's affordable housing offer of 20% intermediate units, the assumptions in the applicant's viability assessment, which contends that no affordable housing is viable, should be challenged. All options must be explored to increase the affordable housing provision.

Urban design: The approach to the design and layout is supported, having regard to preserving the openness of the Green Belt.

Inclusive access: The Council should condition the implementation of the applicant's detailed access strategy.

Climate change: The proposals are in compliance with London Plan climate change policy.

Transport: The applicant's transport assessment should be revised to reflect the likely resident trip modes and promote sustainable travel. Reviews of the wider pedestrian and cycle environment should be undertaken to inform any necessary improvements.

1.5 Summary of Internal Consultees

Environmental Health

This department have advised that a number of conditions be attached.

Refuse and Recycling

The only stipulation we would make is that where the bin storage area were not accessible to our crews the bins would have to be presented to an agreed collection point.

Highways

Highways comments outlined in section 3.14

Drainage and Flooding

The proposed development is classified as a Major Development the proposal must use Sustainable Drainage Systems (SuDS) for the management of surface water runoff, unless demonstrated to be inappropriate, as per the Department for Communities and Local Government Written Ministerial Statement of 18 December 2014.

The Flood Risk Assessment (FRA) demonstrates that the site is located entirely with Flood Zone 1; however, the site is greater than 1ha, thus a FRA was required. The site's land use of dwellings is classified as "More Vulnerable Development" in accordance with Table 2 of the Planning Practice Guidance (PPG, 2015). As the site lies entirely within Flood Zone 1 it is considered appropriate for development in accordance with Table 3 of the PPG (2015).

The development has proposed the use of a SuDS management train, consisting of cascading SuDS mechanisms throughout the sloping site, cellular storage tanks, biodiverse roof attenuation systems (brown roofs and green roofs) and open landscaped attenuation swales and ponds.

A management company will be appointed to maintain the roads, landscaping and shared SuDS throughout the development. Maintenance is to be carried out in accordance with the best practices and the CIRIA Manual C753.

The post-development has proposed a reduction in impermeable area to 18% from 23% impermeable area in the existing land use. The post-development surface water runoff rate will be reduced by 82.7% from the pre-development surface water runoff rate. Therefore, the proposed development will provide significant betterment over the existing drainage regime.

The climate change allowance factor utilised for assessing surface water attenuation volume of 40% given within the FRA has been assumed in accordance with the revised climate change allowance to rainfall intensities by the Environment Agency (February 2016). It is assumed that the 'Upper end' climate change allowance should be used for designing the proposed development's drainage system, unless you are able to demonstrate that the lower allowance is sufficient and does not increase flood risk to others. A 40% allowance for climate change has assumed the 'Upper end' climate change allowance for Total Potential change anticipated for the '2080s'.

Trees

Due to the scale of the development a substantial number of trees have been scheduled for removal to accommodate the proposal. The loss of this quantity of trees in such a confined area will have, as the assessment evaluates, significant impact on visual tree amenity and wildlife habitat which is unacceptable. Site topography, the steep slope down to the north means that infrastructure and buildings need to be cut into the slope which requires additional tree removal than would normally be expected.

The mitigation measure for the loss of these trees is a replanting programme that will only start to achieve the level of screening the proposed 5/6 story buildings require in year 40, post planting. This is a long time for the building to remain unscreened.

Trees within G31 (A1) and G37 (W2) are protected by a Tree Preservation Order and will be impacted by the provision of a new access road. Large boundary trees, mainly mature oak are proposed for removal within G37. I consider this loss unacceptable.

A higher concentration of development on the upper slope and crest of the site was considered better than development spread over a wider area. The proposal for the lower part of site is for landscaped area and reserved for wildlife, sustainable urban drainage system and recreation. This approach is agreeable.

The site has good range of tree ages from mature oak that pre date any development on the site and plantings around the site post NIMR development. I believe it important that both these aspects are shown on the site. So that post this proposed development the historic and cultural time line is still evident on the site.

This can be achieved by retaining pockets of these trees throughout the development.

The majority of large mature oak trees are on the eastern side of the site along the boundary which are retained on the plan.

Tree Recommendations:

Significantly reduce the scale of the development to retain a greater number of trees/open space on site. In particular around western, eastern and northern areas of the site.

Alternatively permit more land in the north of the site to be developed so that the overall density of development can be reduced to retain a greater number of trees.

Make a TPO on the site protecting trees and groups of trees to ensure that there is sufficient number of trees to screen the development effectively.

Conservation

In assessing this application two of the key considerations are, the effect of the proposal on the Green Belt, including its openness, and the impact on the character and appearance of the Mill Hill conservation area.

Heritage Issues and relevant NPPF policy

The NPPF indicates at paragraph 60 that decision makers should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. It does indicate, however, that it is proper to seek to promote or reinforce local distinctiveness.

Further guidance in paragraph 131 indicates, that when determining applications within the historic environment authorities should take into account the Government objectives as expressed in the overarching definition of sustainable development including, the desirability of new development making a positive contribution to local character and distinctiveness.

There are concerns that the proposals have failed to recognise the importance of this objective and that the design and layout of the scheme has paid insufficient regard to the wider character of the Mill Hill conservation area. Consequently, in broad terms the development appears out of keeping in terms of its design, scale and massing with the established character and appearance of the conservation area.

The sheer scale of the development proposed will have a considerable impact when seen in both short and longer distance views. Collectively they will have a highly urbanised appearance. The density and grain of development proposed across the site is quite unlike any other group of buildings found locally and undermines the semi-rural qualities of the conservation area.

The apartment blocks proposed have a very similar architectural style and form, with flat-roofs and recessed balconies, and matching brickwork and detailing. There is little to suggest that the conservation area's existing character has been considered to inform the designs. Also, the opportunity to create distinct character areas has not been taken and consequently the blocks appear closely grouped and uniform in appearance.

Paragraph 132 of the NPPF makes clear 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. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification.

In this instance harm will be caused to the significance of the Mill Hill conservation area by

virtue of the number, scale and close grouping of the replacement buildings which collectively will appear noticeably out of place in this sensitive setting.

It should be noted that there is no in principle objection to the proposed replacement of the 'cruciform' building with a new building of a very similar design, scale and siting. Also, it is accepted that re-building the four 'wings', but in a detached form can be achieved without an adverse visual impact.

The Council's arboricultural assessment of the scheme has concluded that there will be a significant loss of tree screening. Clearly, as the many semi-mature and mature trees on the site make a major contribution to the significance of the conservation area, their loss will have a negative impact which will not be remedied by replacement planting in the short to medium term.

The site is visible from numerous public viewpoints. It can also be seen in mid-range and longer distance views from the Totteridge valley. Some of the longer views are from the neighbouring Totteridge conservation area. The views across the Totteridge valley currently reveal the north-facing hillside with the 'cruciform' building rising above the tree canopy. The middle and lower part of the hillside is dominated by trees, which contributes to the sylvan character of the area. Only glimpsed views of other buildings are possible. When seen from the sports fields and meadow to the north, the built development on the site is largely screened from view by the dense vegetation.

In contrast, the proposed development will be clearly visible in those views where the flatted blocks will appear imposing and dominant. View E from the local cricket club is rendered and the winter view does reveal the imposing impact of the group of blocks on the hillside. View 17 also shows a glimpsed view of the proposed houses and blocks from a position close to the existing security fence. View 8 (looking from The Ridgeway towards Burtonhole Lane) reveals two of the flat-roofed blocks. Views 14 and 16 clearly show the dominant impact of some of the closest blocks when seen from St Vincent lane.

These views demonstrate that from different points around the site, the development would appear highly urban in character and out of place with its surroundings due to its scale, massing and height, with the consequence that the quality of those views would be eroded.

Conclusion

In my view, the proposed development fails to pay appropriate reference to the local character and identity of the conservation area and instead seeks to introduce a distinctly urban form of development with tall blocks, closely spaced across the site. This will contrast sharply with the more modest-sized buildings of varied design and detail that characterise the Mill Hill conservation area. The development would be dominant because of its density, scale, form and siting and it would erode the quality of various views, both long and short range around the site.

I conclude that the proposed scheme fails to comply with some of the key objectives and guidance set out in the planning brief and consequently will cause harm to the character and appearance of the Mill Hill conservation area. In coming to a decision on the proposal and in accordance with the NPPF, it will need to be considered whether there are sufficient public benefits from the scheme to outweigh the harm caused to the character and appearance of the Mill Hill conservation area. Although the need for new housing should not be underestimated, this must be balanced against the significance of the conservation area and the damage that may result from a residential scheme of this density, scale and prominence.

Urban Design

Green Belt: The masterplan regards the greenbelt as an asset rather than a constraint to development and in this particular case enables public access to the Totteridge Valley. The

existing layout of the site comprises various buildings with a large overall footprint (the largest single building being the Cruciform building) and various large plots of hardscape currently used for principally vehicle parking purposes. It is notable that the current configuration does not allow for the green aspects of the site to be accessible or utilised to the best of their potential.

The new masterplan sets the development back to the Southern boundary closer to the Cruciform, allowing for more open space to the North and retains the existing recreation and sports grounds. This opens up a whole new area of green space to be utilised by residents. New soft landscaping and planting of this green space will significantly contribute to the vibrancy of the location.

Land Use: The proposed masterplan attempts to maximise green space while introducing new uses to the site. The uses planned are commercial in the form of modern employment spaces and residential, which would suit the location better than the current medical research uses. The Cruciform building; acting as anchor; is proposed to host employment and residential flats, making this a mixed use building. The fields and adjacent open space are planned primarily for sport and recreation, effectively retaining and enhancing the existing provision. It is notable that the quantum of green space far surpasses the quantum of development also eliminating previously hardscaped areas used for parking by NIMR employees.

Massing and Height: Public consultation revealed that the height of the Cruciform building, albeit uncharacteristic of this green belt location, has been found to be an acceptable form of development by local residents and the Mill Hill Forum. The green roof; residents say; is widely recognised and acts as a landmark for the area. From a professional standpoint it also acts as an informal legibility/way-finding tool, allowing drivers and pedestrians to acknowledge the site from a distance. Therefore the height of the cruciform is maintained in order to preserve the landmark status of this building.

The height and massing of the development scheme, dissipates to the North where a series of modern houses are proposed. This is to allow for more views from the Southern part of the site which sits at a higher level AOD. Finally the recent reduction in height on the Lower Lane pavilions (F blocks) further respects the locality.

Masterplan form: The proposed masterplan is partly informed by the topography of the site and partly by maximising open space in the green belt. The resulting form is anchored by the Cruciform building in the South with houses to the North.

The open space between the structures allows for landscaped paths to be implemented which creates legible semi-rural environments benefiting from views to the Totteridge Valley below.

An important aspect to the scheme development has been permeability, especially for pedestrians and the introduction of new views through the site to the green belt area some of which were not available previously. The scheme has not only endorsed this approach but has pursued this objective as a parameter of the scheme evolution and development philosophy with significant benefits to the overall scheme.

Pedestrian Accessibility and circulation: The pedestrian circulation within the site is of the utmost importance. The efficient circulation of people will significantly contribute to the vibrancy of the adjacent green spaces and the internal traffic-calmed streets and pedestrian pathways. The South to North connections lead people to useable landscaped spaces and most importantly they allow for open green space access and views towards Totteridge valley. In addition these routes take advantage of the height differences (contours) of the site allowing pedestrians to enjoy pleasant views into landscaped pocket areas.

Redevelopment Proposals for the Cruciform building: The cruciform building which is the

most significant structure on the site is to be redeveloped but its built form is to be preserved within the new build. The main built form is enhanced by carefully locating building details of the past into the new building elevations without compromising on quality. The 'wings' of the Cruciform are proposed to be removed from the main structure in order to create stand-alone buildings, that allow for long views of the green roof to be more legible as well as allowing for additional views through the site.

Employment: The Cruciform building is proposed to house employment use in the form of modern working spaces at the base of the structure. This would allow for a mixture of companies, particularly SMEs and start-ups to locate, allowing for a more inclusive economic model to take place. Due to the location of the employment spaces in the Cruciform, it is the aim for any vehicular traffic stemming from this use to not interfere with the residential uses outside the Cruciform. This is to be achieved through the design of the roads and how vehicular circulation is proposed to be distributed and managed.

Housing: The residential uses planned vary in size and typology, allowing for different environments to be designed and therefore more inclusive to different demographic profiles of future residents.

From the flats in the South, to the houses in the North the residential footprint allows for maximum open space between built forms, creating a sense of rural living within this predominantly suburban environment.

Street Lighting

For all planning applications for any type or quantity of external lighting we require a lighting design submission.

We do not expect more than 3 lux to escape the site boundary when using a horizontal measurement.

We require a submission detailing philosophy, reasons and targeted achievements dealing with expectations, controls, light pollution and spillage. Without which we cannot judge the impact of the lighting on the surrounding area.

We will require details on ALL the equipment used, specific lamps, luminaires and columns with images. For each luminaire we will need full technical specifications such as glare ratings, wattage, colour rating and what e-class has been used. We want to know what light levels they have chosen and why, which guidelines they have referred to, to arrive at the chosen level and how they applied the guidelines.

We require the isolux diagrams of the report overlaid with the parking areas, public areas and the surrounding houses and roads showing as a minimum 3, 5 and 10 lux lines. Should there be properties near we require vertical illuminance calculations across the backs of all the properties taken at 10 to 20 metre intervals. We will need to see the highest and average point on the surrounding properties at 2m and 4m heights and everything above 10 lux. We will also require intrusive light calculations to nearby properties.

All of the external lights, whatever they are, whoever they belong to and wherever they are, need to be included if they affect the design area.

As far as the residents are concerned any additional or changed lighting will have an effect on nearby houses. To be acceptable it must be shown the design does not add to sky glow, lighting nuisance or intrusive light trespass. That is our start point - now the applicant needs to convince us the light can be controlled.

A condition has been imposed requiring these details be submitted.

1.6 Response to statutory consultees

This section addresses consultation responses from statutory consultees who raise issues of concern regarding the proposed scheme.

Response to arboricultural officer

Efforts were made during the pre-application stage to relocate the through routes and woodland cluster in order to preserve more trees at the eastern edge of the site. However, unfortunately due to the level changes across the site, this was impossible. However, in other places on the scheme the location of the buildings has changed to protect groups of trees.

It is important the sufficient screening is provided on site and that any proposed trees are of good quality and sufficient maturity. For this reason, the Council needs to review the landscaping during the construction process in order to request larger, more mature species and greater screening to protecting surrounding residential amenities or the green character of the site. Appropriate conditions have been added to this effect as well as conditions protecting trees during the construction phase.

Response to Conservation Officer

The planning department has carefully considered how the layout, height and mass of the proposed buildings relate to the Conservation Area and Green Belt. Through pre application meetings, numerous amendments have been made to the scheme in line with officer comments. Such amendments include reducing the building heights, splitting buildings and re-orientating the layout to preserve trees. The proposed scheme as amended is considered to be satisfactory in a number of regards. The fragmentation of the buildings increases permeability and legibility, while the scale and layout of the buildings respond to level changes across the site.

Although there will be loss of trees, changes have been made to the site layout to preserve as many trees as possible. Unfortunately the numerous physical constraints on site (recognised in the Planning Brief) including the level changes has made tree preservation a more difficult aim to achieve. However, on balance planning officers consider the number of and type trees being retained, the strong soft landscaping measures and the establishment of a new park at the rear of the site outweighs the harm of the loss of some of the trees, none of which are Category A.

A number of conditions have been added with this application to ensure that proper protection measures are in place to protect the retained trees. Also conditions have been added requiring reviews of the soft landscaping scheme, so if, in the event that more mature trees need to be implemented in order to increase the screening, this can be done later in the planning process (with consultation with trees officers).

Careful consideration has been given to the impacts of the proposal on views of the site. As a result, the mass of block F1 has been reduced in order to have a more acceptable impact on St Vincent's Lane. Although, along the Ridgeway, some buildings may be more visible, this is not considered to compromise the character of this key route through Mill Hill.

Response to Mill Hill Neighbourhood Forum

Building Height and Design: Policy DM05 states that *'Proposals for redevelopment or refurbishment of existing tall buildings will be required to make a positive contribution to the*

townscape'. The proposed core part of the main building (which is over 8 storeys and therefore meets to local classification of a tall building) will be a significant improvement in terms of its appearance and contribution to townscape to the existing building. The reason for this is due to the significant amount of external flues, caballing and infrastructure additions that have been added over the years of its use as a medical institution. Together these compromise the appearance of the building, giving it an 'industrial' appearance. Furthermore, these additions have damaged the building, further comprising its appearance. Such damage includes corrosion of the green copper roof and cracks to the brickwork. As such the redeveloped core building will, through its improved design, have a positive contribution on the townscape, hence complying with the terms of DM05.

The density of the proposed development is in line with a suburban area, not urban. The built form of the development and the high number of new, high quality spaces is not characteristic of an urban development. The Urban Design section outlines why the increase in the wing height and the use of flat roofs is considered to be appropriate for this site. The houses are considered to be both contemporary in their design while reflecting traditional design characteristics the existing site exhibits e.g. chimneys. Their scale and relationship with the soft landscaping scheme means they nestle into the landscape.

The provision of affordable housing has been determined through viability appraisals. Full details are provided in the affordable housing appraisal section of this report.

Parking: The parking provision has been increased in line with consultation comments. This provision is in line with local policy and is considered by the Council's highways team to well exceed local parking demands. The changes in uses resulting from the proposed redeveloped are not considered to result in overspill parking.

Air Quality/Contamination: Asbestos is not conditioned by planning, but instead will be monitored by the Building Control department. Environmental Health have been consulted regarding this application and have recommended conditions relating to contamination and air/noise control.

Construction Plan: Although the start date of construction works are controlled by conditions, the construction period cannot be enforced.

Supporting Infrastructure: Appropriate contributions are being made through CIL and S106 contributions.

Response to Mill Hill Preservation Society

- 1) Any future development of the southern part of the site would need to be submitted under a planning application. Its location in the Totteridge Valley and Green Belt would be a key consideration. It should be noted that the heads of terms require the transfer of the playing field land to the Council.
- 2) Although there is an increase in the floorspace area, there is a decrease in built footprint, particularly as the building line is being brought back at the rear of the site to create new open green space. There are many other benefits being brought about through this application (full details outlined in the Green Belt section). It is considered that these outweigh the increase in floorspace area.
- 3) The proposed building footprint is 1,155m² less than existing. This is considered to be a positive change to the site and its relationship to the Green Belt.
- 4) Full details relating to the use of the playing fields is outlined in the S106. It is intended

that through this development access to and use of the playing fields will increase.

5) The urban design section outlines fully the design measures used in this scheme and why they are considered appropriate.

6) The wings reflect an appropriate level of detail to the core building. It would not be considered appropriate for the wings to have the same green pitched roof as the core building as the existing wings do not. The design section of this report fully outlines the design principles the wings match with the core building.

7) There is a 4 storey building proposed adjoining Rhodes Farm. There are a number of reasons why this building is considered to have an acceptable built relationship with this neighbouring property. Firstly, there is significant separation distance between these two properties (minimum of over 10 metres at ground floor level). This distance is further than the existing separation distance which is only 6 metres. Secondly, the fourth floor is set in, reducing the impact and increasing the separation distance to up to 14 metres.

8) The details regarding the provision of affordable housing are detailed within the heads of terms.

9) The parking provision for all uses has been reviewed by the Council's Highways Team who considers the provision to be acceptable. Full details can be found in the Highways section of this report.

10) The balance of units is considered to be reasonable as proposed.

11) The London Plan interpretation of density appraisal is considered appropriate and is the standard measure of density used in all planning appraisals by the Council. Of course in addition to this the built form, mass and height has also been considered.

12) The only access to the site from Burtonhole Lane is an Emergency Access. Restrictions will be in place to stop any through movement of non-emergency vehicles.

13) The cycle parking provision is in line with London Plan standards and is therefore considered to be acceptable.

14) The Highways team has assessed the visitor parking provision and considers this to be acceptable.

15) The parking provision on site has been further increased in line with local concerns regarding overspill parking. The Council's Highways department considers on-site parking provision sufficient to not result in detrimental overspill parking.

16) A Transport Assessment has been submitted with this application and has been appraised by the Highways department. The additional traffic movements resulting from the proposal are considered acceptable.

17) The Urban Design section outlines the variety of elevation treatments and palette of material used to provide distinctive and interesting buildings.

18) Appropriate ecology conditions have been implemented to protect species on site. This condition covers the whole site not the building area. These include White Letter Hairstreak Butterflies and Grass Snakes

19) Folly Brook will be protected through a condition.

20) Appropriate measures to protect existing wildlife in the woodland area will be considered and implemented through conditions.

21) No response required.

22) The design section of this report analyses the impact of the views and the amendments that have been made in response of this.

23) The highways department have reviewed the construction management plan including the proposed routes.

24) Planning is not able to restrict the end date of the construction.

25) Relative conditions have been implemented in regard to hoarding.

26) The parking provision including staff and visitors parking has been appraised by the Highways Team who considered the provision to be acceptable.

27) This is noted.

28) A condition has been imposed requiring a new phasing plan be submitted to and improved in writing by the Council. At this stage a full review of the phasing implications on access arrangements will be reviewed by Highways officers.

29) The applicant is currently not proposing any development for Fir Island. This would require a planning application to be submitted.

2.0 DESCRIPTION OF SITE AND SURROUNDINGS

2.1 Site characteristics

The application site is located on the Ridgeway within the Mill Hill ward in the northern part of the London Borough of Barnet. This 19 hectare site lies fully in the Green Belt and the southern part of the site lies in the Mill Hill Conservation Area. Figures 1 and 2 below show the relationship of these land designations with the site.

The built form lies to the south of the site, while the north is characterised by open playing fields. The existing built character of the site is very varied. Its most distinctive building is the 9 storey Main Building (alternatively known as the Cruciform) which has four wings and fronts the Ridgeway. There are 60 other buildings on this site. These buildings range in height from one to four storeys with the majority having flat roofs and utilitarian in character. A full planning history is outlined in appendix 3. None of the existing buildings are listed.

Topographically the site varies significantly from north to south with the site exhibiting a 20-25 metre fall. This level change is exhibited through a series of steep banks and man-made flat terraces which are currently used for car parking. This level change is most significant at the southern part of the site, while the northern playing fields and open space is relatively flat.

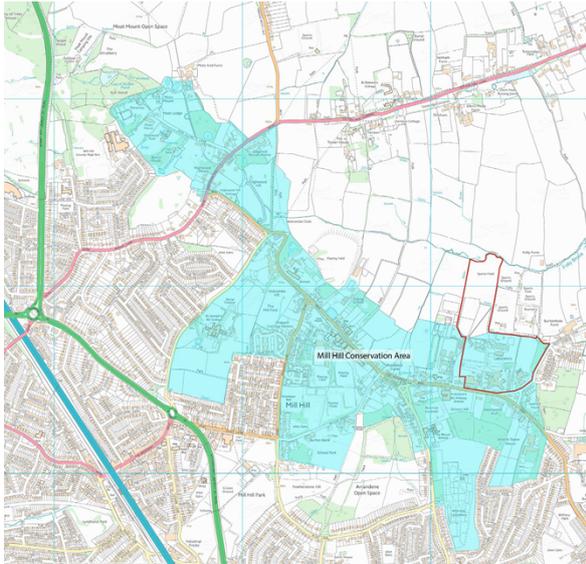


Figure 1: Mill Hill Conservation Area

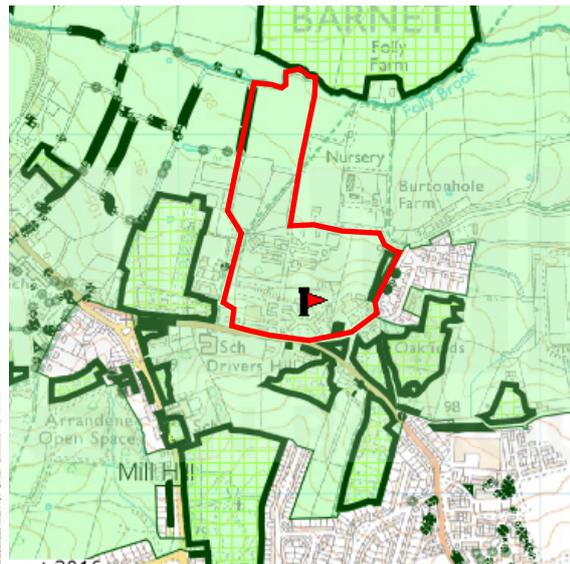


Figure 2: Green Belt

2.2 Surrounding Character

The site lies within the eastern part of Mill Hill Village and fronts onto the Ridgeway, the main route through Mill Hill. The Ridgeway is characterised by institutional buildings including Mill Hill and Belmont Schools. These have traditionally formal frontages as they are set back from the road with front lawns and mature trees fronting the Ridgeway. There are also a number of residential units which vary in design and age. This part of Mill Hill has a relatively dense built form, with little breakage in the building line along the Ridgeway to offer views of the Totteridge Valley beyond. The NIMR also presents a dense built frontage with limited legibility and views to the Green Belt to the North. The nearest listed building is the Grade II Chapel of St Vincent's Convent which lies on the Ridgeway, 116 metres west of the site.

Burtonhole Lane lies to the east of the site and is characterised low-density, two storey housing with front gardens on the other side of the Lane. The boundary the site shares with Burtonhole Lane is heavily screening by trees and bushes. The character of the Lane becomes more rural towards the East, especially as the pavement adjacent to the site is replaced by a soft verge and the houses to the south east are more set back and do not visually address the Lane.

St Vincents Lane lies to the west of the site and slopes steeply down to the north. This is a private road with a public right of way and has open views across to Totteridge Common. The boundary this lane shares with NIMR is partially screened by trees on a semi-private lawned area, with a low clipped hedge to the pavement. There are only residential properties on the western side of this Lane in the form of a flatted development approved circa 2000. At the northern end of St Vincents Lane is a public footpath which leads to the playing fields and Totteridge Valley.

To the north of the site is the Totteridge Valley which rural in nature as it is characterised by open fields, some of which are used for sheep farming, bordered by dense hedgerows. There is a network of public footpaths which connect this part of the Green Belt to the other side of the valley and Totteridge Common. Adjacent to the site are playing fields with a sports pavilion and a garden centre with some limited parking.

2.3 Existing Uses

The site is occupied by the Medical Research Council's National Institute for Medical Research (NIMR). As such the site is primarily used for research and development purposes (use class B1(b)). The site also includes offices, and residential accommodation (used for the housing of students working on the site), associated car parking, storage and open space. In total there is 4200 m² of floorspace on site. Although the majority of the 61 buildings on site are used for scientific research, a number have a supporting infrastructure function as substations, underground stores, animal house and stables.

2.4 Existing Accessibility

As the site is currently private land, there are no public roads within the boundary of the site. The existing site has three access points, two from the Ridgeway and one from Burtonhole Lane which directly serves the MRCT building.

The majority of the site has a PTAL rating of 1b (with the southern part of the site having a ptal rating of 1a). The nearest London underground station is Mill Hill East which lies 0.8 miles to the south east of the site. There is a bus stop on the Ridgeway, directly outside the main building which serves Mill Hill Broadway, Mill Hill East and Edgware stations.

The most prominent building on the site is the Main Building (alternatively known as the Cruciform). This building has 9 storeys and four attached wings ranging from four to five storeys. Due to this building's height and distinctive green copper roof it is visible from a number of locations across Barnet including Hendon and Whetstone.

2.5 The Planning Brief and the site character

The adopted Planning Brief (2016) splits the existing land use into two distinct areas, as shown on Figure 3 below:

- the southern element fronting The Ridgeway and part of Burtonhole Lane, contains the majority of buildings in two clusters, together with areas of hardstanding, formal landscaping fronting the Main Building and a wooded area between the Main Building and the buildings off Burtonhole Lane. This area consists of over 30 different buildings, including the Main Building, and is the main area used for research and development; and
- the northern part of the site largely consists of open space which is used for sport and recreational purposes, currently, by MRC employees. There are in this area, however, a number of low rise ancillary buildings, together with six houses, which have a rural character. The open space in the northern section extends into the Totteridge Valley and comprises informal grassland (the Meadow) and playing pitches. The playing pitches are currently private, and adjoin Council owned pitches at the Mill Hill Sports Club.

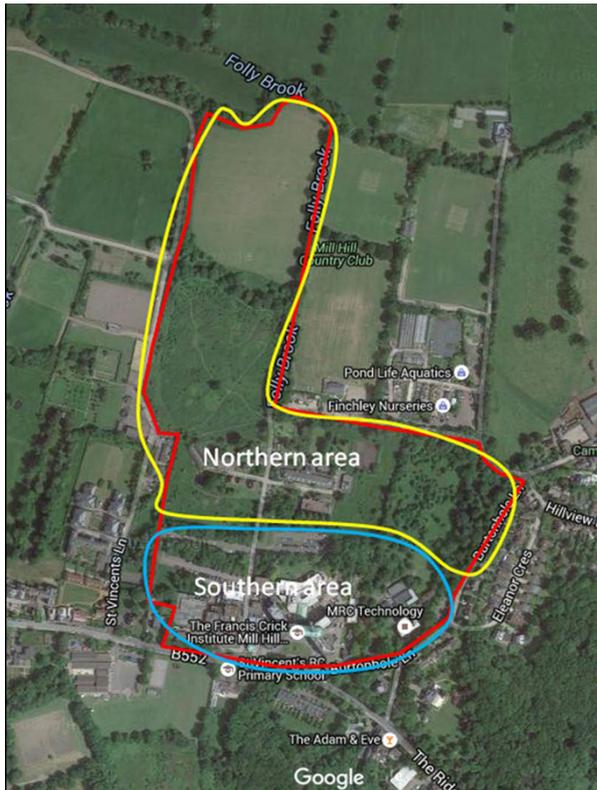


Figure 3: Northern and Southern Areas

3.0 PLANNING CONSIDERATIONS

3.1 Planning Brief

A planning brief for the National Institute for Medical Research site was adopted by the Policy and Resources Committee on 22nd March 2016 following a 6 weeks consultation period. The purpose of the planning brief is to guide future development on this site. Therefore, this document has a key role when assessing the suitability of the application, its uses and built form.

The Brief outlines that the key objectives for the redevelopment of the site are as follows:

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

In order to deliver the objectives, the Brief states that the redevelopment of the Site presents a number of opportunities, which include:

- 1) *“Positive management of the Green Belt to provide improvements in overall quality and accessibility;*
- 2) *A strategic contribution towards housing delivery in Barnet. The size of the site will ensure steady delivery of housing over the medium term;*
- 3) *The development should not result in a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development, unless very special circumstances are demonstrated;*
- 4) *The development should not adversely impact on the Conservation Area and adjoining amenity;*
- 5) *The development should seek to take advantage of the topography and the landscaping so that, with the exception of the Main Building, development nestles within the existing and enhanced landscaping;*
- 6) *The existing large number of trees present throughout the site can play an important role in screening proposed buildings as well as adding amenity value and character to the development;*
- 7) *New employment space meeting the needs of modern businesses in particular small to medium enterprises;*
- 8) *The removal of security fencing is an opportunity to improve public access to the Green Belt. Improvements to the quality of the existing public right of way can make it more accessible;”*

When appraising the compliance of the proposed scheme against the Planning Brief, particular attention should be paid to the objectives. This section addresses each of the objectives in turn and appraises the schemes compliance:

- 1) It is considered that the proposal does provide a high quality, residential led scheme. The residential units exceed London Plan floor space standards and the vast majority have dual or triple aspects. The full appraisal of the residential quality is outlined in the Residential Standards section.
- 2) The proposal maintains the openness of the Green Belt and its functionality. Full appraisals of the impacts are outlined in the Green Belt section of this report.
- 3) The proposal as amended is considered to preserve and enhance the contribution of the site to the character and appearance of the Mill Hill Conservation Area. Full details relating to this are outlined in the Urban Design Section.
- 4) The proposal is providing 1640m² of office floor space. This is considered to be an acceptable contribution to employment creation. Full details of the acceptability of the proposed employment space provision are outlined in Employment Section. Furthermore, contributions are being made to employment and training through the S106. Full details are outlined in the heads of terms at the beginning of this report.
- 5) The proposed development is considered to be of a high quality design. The layout of the proposal increases views of the Green Belt and presents a more sympathetic relationship to The Ridgeway. The scale of the buildings is considered to be appropriate following revisions to block F1. Full details are provided in the Urban Design section.

The proposal is considered to meet the objectives of the planning brief as outlined above. Full details are outlined in the Urban Design section.

3.2 Impact of the Proposal on Green Belt

Introduction

The whole site falls within the Green Belt and therefore is subject to the strongest level of national and local policy protection.

This section of the report assesses the proposed development against such policy and demonstrates that this represents an appropriate development in a green belt setting and is in accordance with paragraph 89 of the NPPF. For this reason, 'very special circumstances' are not required as part of the appraisal of the impact.

In addition, this section present the significant number of benefits that this proposal provides which enhances access to and usability of the Green Belt.

Planning policy

When appraising the impacts of the proposed development on the Green Belt, the following documents contain policies and guidance relevant to the consideration of this proposal:

- National Planning Policy Framework
- Barnet's Local Plan Core Strategy (2012)
- Barnet's Local Plan Development Management Policies Document (2012)
- Planning Brief for National Institute for Medical Research (March 2016)

In terms of green belt policy the key local and national policies include:

- Local Plan Development Management Policy DM15 – Green Belt and open spaces
- National Planning Policy Framework paragraph 80 and 89
- Planning Brief for National Institute for Medical Research

National Policy

Paragraphs 79 to 92 of the NPPF outlines this documents approach to development in the Green Belt.

Due to the already established green belt boundary and the uses of the proposed development, key paragraphs that are considered particularly relevant in this appraisal are 79, 80, 81, 87 and 89. Each of these will be addressed.

Paragraph 79 states that '*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 their permanence*'.

Paragraph 89 states the following:

"A local planning authority should regard the construction of new buildings as inappropriate in Green Belt. Exceptions to this are:

- *buildings for agriculture and forestry;*
- *provision of appropriate facilities for outdoor sport, outdoor recreation and for cemeteries, as long as it preserves the openness of the Green Belt and does not conflict with the purposes of including land within it;*

- *the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;*
- *the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;*
- *limited infilling in villages, and limited affordable housing for local community needs under policies set out in the Local Plan; or*
- *limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.”*

Paragraph 80 states the following:

“Green Belt serves five purposes:

- *to check the unrestricted sprawl of large built-up areas;*
- *to prevent neighbouring towns merging into one another;*
- *to assist in safeguarding the countryside from encroachment;*
- *to preserve the setting and special character of historic towns; and*
- *to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.”*

Paragraph 81 establishes that local planning authorities should plan to enhance the beneficial use of the Green Belt. It states *‘local planning authorities should plan positively to enhance the beneficial use of the Green Belt, such as looking for opportunities to provide access, to provide opportunities for outdoor sport and recreation; to retain and enhance landscapes, visual amenity and biodiversity,; or to improve damage and derelict land’.*

London Plan

Policy 7.16 states that the Mayor strongly supports the current extent of London’s Green Belt, its extension in appropriate circumstances and its protection from inappropriate development.

This policy also states that inappropriate development should be refused, except in very special circumstance, but that development will be supported if it is appropriate and helps secure the objectives of improving the Green Belt as set out in national guidance.

Barnet’s Local Plan

The Development Management Policy DM15 – Green Belt and open spaces states that:

- a) *i. Development proposals in Green Belt are required to comply with the NPPF (paras 79 to 92). In line with the London Plan the same level of protection given to Green Belt land will be given to Metropolitan Open Land (MOL).*

- v. The replacement or re-use of buildings will not be permitted where they would have an adverse impact on the openness of the area or the purposes of including land in Green Belt or MOL.*

The key consideration is whether the proposal has an adverse impact on the openness of the area or the purposes of including land in Green Belt. So if it fails one aspect it would be considered inappropriate development.

The adopted NIMR Planning Brief

One of the key objectives of this Brief is to ensure the positive management of the Green Belt through maintaining openness, as well as seeking to enhance biodiversity and

improving access to opportunities for outdoor sport and recreation.

The Brief goes on to state that any future redevelopment must comply with national, regional and local planning policy. Particular reference is made to paragraphs 81 and 89 of the NPPF (see full detail of this policy above).

The Brief clearly states development principles that should be adopted to protect the openness of the Green Belt. One such principle is restricting all new development to the Ridgeway Cluster and Burtonhole Lane Cluster. Another principle is allowing the site to be designed, re-sculptured and enhanced by fresh landscaping and the establishment a mix of uses complementary to its setting and the Green Belt.

Assessment of Proposal against Policy

NPPF

Para 89:

The proposal is considered to accord with the sixth exception of this paragraph.

To demonstrate its compliance, this appraisal will address how the site is 'previously developed' and the development will have no greater impact on the openness and purpose of the Green Belt.

- (i) Appendix 1 of the NPPF provides a definition of previously development land.

“Land which is or was occupied by a permanent structure, including the curtilage of developed land (although is should not be assumed that the whole curtilage should be developed) and any associated fixed surface infrastructure. This excludes; land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time”

The southern part of the site, which is subject to redevelopment, is currently occupied by 61 permanent built structures, including the nine storey Main Building. In addition there are large areas of permanent hard surfacing in the form of car parking, loading areas and internal routes through the site. It is considered that these all constitutes previous development. The applicant's planning statement defines the 3 metre high fence surrounding this part of the site as the boundary for developed land. The Council considers this to be an appropriate definition.

The development characteristics of this site do not fall within the exception categories as defined in Appendix 1 of the NPPF.

As the redevelopment proposed is within the defined area pf previously developed land, the proposal is considered to comply with paragraph 89 of the NPPF.

- (ii) Greater impact on the openness of the Green Belt

“Openness” is not defined either in the NPPF or in any development plan policies.

It is however generally considered to mean an absence of building or development, and the extent to which a building or development may be seen from the public realm.

- A number of characteristics of the proposal need to be considered in the appraisal of the impact of the development on the openness of the green belt.
- The size or floorspace of new buildings is a consideration as a measure of openness. Although this is used particularly in relation to extension and alternation of existing buildings, it should still be considered relevant in this instance. The proposal will reduce the amount of previously developed land by 38% and reduce the building footprint by 8%. There will, however, be an increase in overall floorspace by 38%.
- However the proposal will focus built development by moving the line of built development further south and creating a more coherent built boundary (reducing previously developed land -38%). The proposal will also reduce the mass and bulk of buildings along The Ridgeway and increase visual perception of openness through the site and across the wider Green Belt to the north. The proposal will also remove the security fence which surrounds the entire site and currently prevent public accessibility and permeability of the site. This ability to visually connect oneself from within the site to the vast areas of open green space (the Totteridge Valley) is considered to represent an important aspect of 'openness'.
- Furthermore, the layout is significantly improved, offering appropriate gaps and landscaping area between buildings. These allow greater permeability and legibility while also offering increased views of the Green Belt through the site. The new development also uses the level changes across the site and retained and new trees to merge the development with the landscape.
- Therefore, when balancing these benefits with the increase in floorspace, it is considered that the significant benefits brought about by the redevelopment including increased accessibility, permeability; the reduction in developed and hardsurfacing area as well as breakage of the built mass along the Ridgeway outweighs the increase in floorspace on site.

(iii) The purpose of the Green Belt

In order to fully ascertain whether a greater impact is achieved, an assessment of the existing purposes has to be made followed by the likely changes.

The text below summarises the contribution the existing site makes to the purposes of the Green Belt as defined by paragraph 80 of the NPPF. When making this appraisal particular reference is made to the northern and southern parts of the site, as defined in the adopted Planning Brief.

to check the unrestricted sprawl of large built-up areas;

The northern part of the site is undeveloped and therefore restricts sprawl. The southern part of the site in some ways makes a contribution to this purpose as the built character is lower density at the rear of the developed site, and there are open spaces around the buildings. However, the built footprint and areas of hard surfacing are comparatively high.

to prevent neighbouring towns merging into one another;

The northern part of the site is undeveloped, and with the Totteridge Valley effectively forms a green separation between Mill Hill and Totteridge, Edgware and Borehamwood. The northern part of the developed site makes a positive contribution to this purpose. The north

section of the southern part of the site makes a partial contribution, as, although this part of the site is developed, the density is low and there is a comparatively large proportion of green space. The southern part of the developed site does not contribute to this purpose due to the large areas of hard surfacing and continuous mass of buildings.

to assist in safeguarding the countryside from encroachment;

The northern part of the site contributes to this purpose as it safeguards the countryside from encroachment. The southern part of the developed site does not contribute as the existing buildings encroach.

to preserve the setting and special character of historic towns,

The southern part of the site is characterised by a high number of low quality buildings and therefore does not contribute to this purpose.

to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

The southern part of the site will become vacant brownfield following the relocation of the institution.

The text below summarises the contribution the proposed site makes to the purposes of the Green Belt as defined by paragraph 80 of the NPPF:

to check the unrestricted sprawl of large built-up areas;

The northern part of the site remains free from built development and its impact will therefore be unchanged. The proposal will focus built development by moving the line of built development further south in the southern part (north) and creating a more coherent built boundary. This will reduce the sprawl of built-up areas; the total area of built and developed land will reduce. The most southern part of the site is already developed and its impact is therefore unchanged.

to prevent neighbouring towns merging into one another;

As the proposal will focus built development by moving the line of built development further south in the southern part (north) and creating a more coherent built boundary. This will reduce the effect of neighbouring towns merging; the total area of built and developed land will reduce.

to assist in safeguarding the countryside from encroachment;

The setting back of the building line, reduction in the built footprint and creation of new open green space is considered to be the opposite of encroachment on the countryside, as the proposal is effectively making a land contribution to the countryside.

to preserve the setting and special character of historic towns,

The proposal will significantly enhance the character and appearance of the Mill Hill Conservation by removing the existing poor quality, damaged buildings and replacing them with a high quality, innovative scheme.

to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

The proposal will assist urban regeneration by redeveloping a large and relatively inaccessible employment site into a residential led scheme which will increase access to open spaces and the wider green belt.

Beneficial Uses

The proposal makes numerous contributions in regard to the character, appearance and usability of the Green Belt. These benefits are outlined below:

Increased Accessibility and permeability – The proposal is seeking to reduce the existing boundary fence, allowing access into the site itself and the playing fields to the rear of the site.

Improved views of Green Belt – the proposed layout creates physical breakages in the built form, allowing views through the site to the Green Belt beyond.

New green space – the setting back of the building line creates new public amenity space.

Improve opportunities for outdoor sport – the enhancement of the sport pitches and facilities to the north of the site (including a new pavilion secured through the S106) will secure the long term use of the playing fields for sport. This will benefit residents and the wider community.

Biodiversity Enhancements – numerous measures are to be implemented (secured through conditions) to protect and support existing species.

New Soft Landscaping – a range of new planting is proposed to ensure high quality open amenity space and to make contributions to the character of the Green Belt.

3.3 Urban Design

The following section explores and analyses the design principles adopted within this proposal and whether these are considered appropriate for this site.

Cruciform Cluster

This section appraises the value of rebuilding the Main Building as opposed to a converting it, the design approach used including the detachment of the wings and the height and elevational treatments of the rebuilt main building. Later sections address other design principles adopted across the site including the establishment of a new green space to the front of the Cruciform.

The detachment of the wings

The proposal seeks to detach the 4 wings of the cruciform. There are a number of benefits in detaching the wings from the main building. Firstly, the existing building presents an impenetrable façade of 94 metres in width. With the detachment of the wings, four new views of the green belt are provided (see figures 4 and 5 below).



Figure 4: Existing layout with limited view of Totteridge Valley

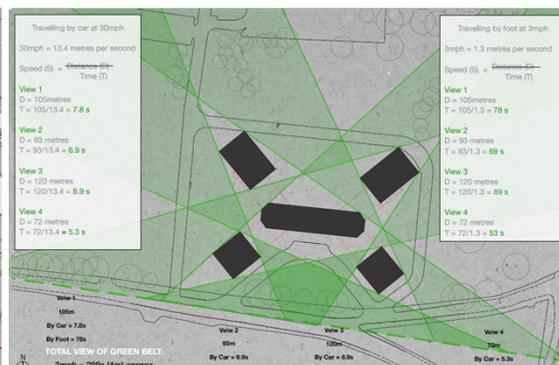


Figure 5: Proposed layout with new views of Totteridge Valley

Furthermore, the accommodation quality within the existing wings is detrimentally impacted through the built connection to the core building. Through detachment, each wing has an additional aspect, allowing more light and ventilation into these wings as well as improved access.

The design quality of the main cruciform building will be carried through into the deconstructed wings. The brickwork will follow a similar pattern with the top storey being finished in fluted brickwork. The proportioning system of the blocks is derived from the 3:2:1 proportion of the main cruciform block to ensure a consistent approach. Therefore, the detachments of the wings does not weaken their connection with the main building.

Rebuild as opposed to conversion

Value of building

The significance of a building is defined in the glossary of the NPPF (page 56) as *“The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset’s physical presence, but also from its setting”*.

Historic England’s Conservation Principles, Policies and Guidance (2008) include a methodology for assessment significance of considering heritage values. These are outlined below:

Archaeological interest: is defined in the glossary of the NPPF as follows: *There will be archaeological interest in a heritage asset if it holds, or potentially may hold, evidence of past human activity worth of expert investigation at some point. Heritage assets with archaeological interest are of the primary source of evidence about the substance and evolution of places, and of the people and cultures that made them.*

With reference to buried archaeology of earlier periods Historic England are satisfied that there is unlikely to be significant harm as concluded in the submitted archaeological desk-based assessment. Specifically, there appear to be only minor landscaping works proposed in the northern part of the site which has been less disturbed in modern times.

Appraisal of this application using the Greater London Historic Environment Record and information submitted with the application indicates that this application affects a historic building or buildings of archaeological interest. If permission is granted the archaeological interest in the historic building(s) should be conserved through a written scheme of investigation being submitted.

Aesthetic and architectural interest (‘aesthetic value’): is defined in the principles section as *“To be of special architectural interest a building must be of importance in its architectural design, decoration or craftsmanship; special interest may also apply to nationally important examples of particular building types and techniques (e.g. buildings displaying technological innovation or virtuosity) and significant plan forms”*.

The main building is of some limited architectural interest, having been designed by a relatively well known early C20th architect, Maxwell Ayrton. The main building is considered to be a landmark building due to its distinct profile on the skyline when viewed from outside Mill Hill. Its distinctive green copper roof makes it identifiable from a number of locations across the borough including Whetstone and Hendon. However, on closer inspection the buildings appearance is compromised by the significant level of damage that has occurred to the building over the years of use as a medical facility.

This is partly due to the significant number of extensions and internal changes made to the Cruciform Building during the 1960s in response to the changing works of the institution. Such alterations included the addition of a floor to each of the four wings, the installation of surface mounted drain pipes to all elevations, addition of ventilation ductwork, lift tower and external fire escape. Such alterations are shown by figures 6 and 7 below.



Figure 6: flues added to Cruciform elevation



Figure 7: plant machinery on top of wings of Cruciform

With the alterations and general use of the building came inevitable damage, including the oxidisation of the copper roof, which when viewed on site, appears very discoloured. Other damage includes the removal of the original balcony and the breaking of detailed brickwork.



Figure 8: discoloured existing copper roof

Furthermore, when inspecting the building more closely it is found that many aspects of its original design are not of considerable merit. The main buildings landmark status owes much to its height rather than its elevational treatments. The brickwork is dull and the mortar and brick contrast is not distinctive.

Historic interest ('historic value') is defined in Principles of Selection as *"To be of special historic interest a building must illustrate importance aspects of the nation's social, economic, cultural, or military history and/or close historical associations with nationally important people. There should normally be some quality of interest in the physical fabric of the building itself to justify the statutory protection afforded by listing"*.

The site has had two uses in the past: as the base of the Woman's Royal Navy Service during the Second World War and as a research institution since

The foremost interest of the site is its history as a national research institution. Although the building was constructed for this use, scientific works did not happen on site until after the Second World War in 1950. The institution has been home to numerous Nobel Prize winning scientists including neuroscientist Henry Dale, chemist John Cornforth and biochemist Archer Martin. Scientific breakthroughs at the institution include the invention of gas liquid chromatography, the discovery of the gene that determines male sex development and the development of cryobiology.

However, despite the alterations made to the building, in 2004 it was acknowledged that the site was no longer fit for purpose. The relocation of the institution to Kings Cross is essentially breaking this historic link.

Value of building conclusion

Although the Main Building holds some architectural and historical interest, most of its significance is from the existing use of the site as a medical research institution. When this use is relocated to the new Francis Crick Institution in Kings Cross, this historical connection will be largely lost. The Council does not consider the building to constitute a non-designated heritage asset.

Internal condition of building

Turning to the internal spaces, the existing building presents significant problems regarding floor height. The fourth and mezzanine floors have an internal height of 2.35 metres which are too low for residential uses.

The proposed rebuild allows the volume of the core building to remain constant while correcting floor to ceiling heights. Also, through a rebuild the stairs cores can be relocated of to allow the full efficient utilisation of the building.

There are a number of other structural issues that warrant a conversion impractical and costly. As the existing building has a loadbearing masonry façade, even small changes to the internal space of the building requires complex and difficult temporary support. The façade will need to be supported by a new structure designed to cope with lateral stability and to counteract disproportionate collapse. In the event of a conversion, the existing floors will need to be strengthened or re-cast as they are not designed for non-residential loadings. The lower ground floor slab will require extensive underpinning and excavation under the existing building as it is not suitable for use and is stepped. Another significant cost associated with converting the existing building is connecting the new basement to new cores. In addition, in order to detach the wings and repair the roof, more than 50% fabric replacement will be required.

It is recognised that through a rebuild with the inclusion of the best features of the original structure, the main building can still retain its landmark status and visibility across the borough. Furthermore, significant improvements can be made to the quality of the main building and its internal accommodation further strengthening this building's status in the borough.

It is for the reasons outlined above that the rebuilding of the central part of the Main Building to resemble the existing form is supported by the Planning Brief. The proposal therefore complies with this recently adopted Brief.

Mass and Height

The level of the ridge of the proposed rebuilt core of the main building is the same as existing (at a level of 147.35 metres above sea level). This means that there will be no greater impact in its rebuilt form.

The two front wings have an extra storey than existing. There are a number of reasons why this increase in the number of storeys is considered acceptable.

Firstly, due to the reductions in storey heights of the internal rebuilt main building a more accurate comparison in terms of impact of height is the level of the building above sea level. The height of the existing wing parapet is 129.6 metres above sea level. The height of the proposed wing parapet is slightly higher at 131.87. This increase in height is considered to be comparatively minimal and is therefore an acceptable increase.

Secondly, the front right wing (when viewed from the Ridgeway) has a number of plants, flues and other structures on the roof, effectively adding to the height of the wings.

As the wings of the main building are being removed, their physical linkage is being broken and the landmark status of the main building is effectively being compromised. It is therefore important that the wings are presented in such a way that makes them distinctive in terms of their design and appearance from the other proposed buildings. This is partly achieved through the use of elevational treatments from the main building (such as green tiling, window proportions etc). However, the extra storey makes the wings taller than the other proposed buildings, maintaining the Cruciform cluster's landmark appearance. The additional storey is still proportionate to the core building and for the reasons outlined above is considered an acceptable addition.

Due to their 'detachment' from the main building, the wings are effectively being reduced in width. The original front wings are over 23 metres in length while the proposed wings are 18 metres in width. The height of the wings in relation to their new width is proportionate. The wings, by means of their height, are distinct from the other proposed buildings

Elevational Treatments

The rebuilt Main Building both maintains the distinctive design principles which make this building a landmark, while making significant improvements to the quality of the building. Features being retained include the green roof and brickwork. Improvements include the re-proportioning of the main entrance, making it more inviting and allowing views through to the Totteridge Valley.

As stated above, due to the detachment of the wings, it is important that their design and elevational treatments strongly connect to the Main building. Such matching design features include matching brickwork (including the use of green brickwork), 3:2:1 window layering, emphasis on vertical proportions and similar detailing to entrances. These measures are considered to be satisfactory. However, to secure the high quality of materials and elevational treatments, a materials and architectural details condition has been added to this permission.

Other Cruciform Cluster design principles

A new landscaped area is to be created in front of the reconstructed main building including a new pond. The rear of the main building will open out onto the Valley Terrace and residential units will benefit from views of the Totteridge Valley. The public will also have access to these views and facilities as through the removal of existing fences, the site and proposed café will be accessible to all.

3.4 Other proposed buildings

Mass, height and layout

This section addresses how the current mass, height and layout of the existing site have a negative impact on the Green Belt and Mill Hill conservation area, and how the proposal seeks to address these issues.

The mass and bulk of the buildings along The Ridgeway, in particular the main building, present an overbearing and dominant frontage. The haphazard distribution of the buildings exacerbate their oppressive character and impact on the perception of openness by allowing only limited views through the Site to the Totteridge Valley.

From within the southern part of the Site there is a limited feeling of openness, permeability and legibility. There are limited views from the Ridgeway through the site to the north due to the sprawling layout of the existing buildings throughout the site. Furthermore, the unsympathetic built form of the existing site is exacerbated by the large areas of hard surfacing in the form of terraced car parking areas.

Under the proposal the buildings have been carefully positioned to create new viewing corridors from The Ridgeway to the Totteridge Valley and Green Belt. The layout of the scheme utilises the level changes, in line with Planning Brief guidance, as the proposed blocks step down in height and mass as the site drops towards the valley to the north. As such the built form of the proposal is merged with the new and existing tree canopy and soft landscaping.

Fronting The Ridgeway, the buildings scale and design reflect the institutional character of Mill Hill. Going down the slope, massing is eroded to smaller pavilion blocks and finally individual houses. Careful consideration has been given to boundary treatments and how they should not restrict the sense of openness. For this reason a ha-ha wall has been used as a boundary treatment separating the rear gardens of the houses from the new green space rather than a regular wall or fence. A ha-ha wall is a more sympathetic and natural soft boundary measure. This demonstrates again how the proposal aims to provide a sympathetic relationship with the Green Belt and the scheme's compliance with the adopted Planning Brief.

Roof design

Key consideration was given to the use of either flats roofs or pitched roofs during the design meetings with planning and conservation officers. Flat roofs were considered to be preferable for a number of reasons. Firstly, the additional height associated with pitched roofs would result in increased visual impact than flat roofs. Therefore, the use of flat roofs is more appropriate for the site to minimise the visual impact of the scheme on the Green Belt and Mill Hill Conservation Area and to ensure the development nestles within the existing and proposed landscaping from long-distance views in accordance with the adopted Planning Brief.

The pitched roof of the Cruciform Building is a strong and defining feature of the site. If pitched roofs were applied to the new residential buildings on the remainder of the site, they would compete with the Cruciform Building, losing the clarity of its landmark status. Furthermore, pitched roofs are generally not appropriate for residential apartment blocks as the proportion of the roof would be out of scale of the block dimensions.

Although there are a number of pitched roofs in Mill Hill, they are not considered to be a defining characteristic of this part of the Conservation Area, which contains a variety of building typologies and styles. Examples of nearby flat roofed buildings include Nos 1-11

Wentworth Hall, Ibsa House, Watchtower House, Milbrea, Mill Hill School and St Pauls School. The use of flat roofs contributes towards the delivery of high quality architecture that both reflects the site's unique location and responds to its very particular and varied context.

Finally, the use of flat roofs allows green roofs to be utilised. These serve an important ecological role in enhancing biodiversity on the site, in line with Planning Brief objectives.

Building materials

The proposed scheme incorporates a range of building materials including four types of brick (both light and dark), timber, reconstituted stone and metal panels. The submitted design and access statement demonstrates how the review of local materials has informed the applicant's choice of materials for the application. Stone is distinctively used on Mill Hill School and the Church. Brick and timber are both highly prevalent within the residential properties of the Ridgeway.

Although the majority of brick used is red, the colouring of the brick within the proposal is motivated by not just trying to conform to the material pallet of Mill Hill, but to the surrounding natural environment. The level changes and high number of existing and proposed trees on site offers the opportunity for brickwork to reflect the colour of trees so buildings merge into the tree canopy. This will mean when the site is viewed from across the Totteridge valley, the buildings will be effectively camouflaged within the soft landscape. If the popular red brick of Mill Hill village was utilised, the new buildings would stand out in its Green Belt setting, which could have a detrimental impact on the character of this part of the Green Belt.

Due to the application's Green Belt and Conservation Area location, securing high quality materials is essential. For this reason conditions have been included requiring further samples to be submitted and sample wall panels be constructed on site for Local Authority approval.

3.5 Building Design

The size of the site allows for separate character areas to be established. This section of the report describes the character areas established and appraises the different design measures used.

The Ridgeway Courtyard

The Ridgeway Courtyard is formed of four blocks (D1, D2, E1 and E2) which open out onto an internal courtyard. This courtyard maintains a formal flat front facing onto the Ridgeway, reflecting the built relationship of other institutional buildings within this road. The height of these blocks is lower than the Cruciform wings, so the status of the main building as the visual landmark and focal point of this site is not compromised.

During the pre-application stage, the first masterplans produced by the applicant showed D2 and E2 as one single block. However, at the recommendation of the Council this block was split to reduce its built mass and allow improved permeability and legibility.

The L shaped design of the courtyard blocks promotes dual aspect views as well as providing informal views through the courtyard to green spaces beyond. The top floors of these blocks have been set back to reduce the mass and provide a more sympathetic design. A range of elevational treatments have been employed on these blocks including hit and miss brick banding, lighter brick step backs and layering brick tones.

Lower Lane Pavilions

The lower lane pavilions are formed of three separate blocks (F1-F3) connected by a single basement car park.

The blocks arrangement follows the site contours and has been positioned to avoid a cluster of existing trees which the Council's arboricultural officer wanted to preserve. The width and depth proportions allow over 80% of units within these blocks to be dual aspect.

During the pre-consultation and application stages various changes have been made to these blocks. Firstly, the original design of these blocks was in a straight line which planning officers considered to be too regimented. The plans were therefore amended to re-orientate these buildings to give them a less uniform appearance.

The impact of block F1 on St Vincents Lane in terms of its size, mass and proximity to the western boundary was not considered acceptable. As a result, the mass of Block F1 has been reduced in order to have a more sympathetic relationship with St Vincents Lane.

Elevational treatments on these blocks include hit and miss wall blanks and horizontal brick banding.

Lower Belvedere Pavilions

The Lower Belvedere Pavilions comprise of two blocks (G1-G2) mirrored either side of the Cruciform axis. These blocks look out onto the Valley Terrace, providing natural surveillance. Entry to these blocks is from the Upper Lane. This provides an easier connection to The Ridgeway and facilities within the Cruciform.

Elevational treatments to these blocks include textured brick, stone framed bays and brick tone layering. Some of these details have been copied from the Cruciform and Upper Belvedere Pavilions to create a continuous built relationship.

The Woodland Cluster

The Woodland Cluster is formed of five separate blocks (K1, K2, J1, J2 and J3) which open onto a shared courtyard. Like the Pavilion blocks, these buildings follow the site contours and are nestled into retained trees.

The layout of the cluster around the open space allows for positive natural surveillance. The depth and width of these blocks allows 80% of residential units to be dual aspect. Elevational treatments include hit and miss brick, timber panelling and deep brick reveals. Tiling is used to emphasise entry points and ribbed brick wraps into the entrances, marking the lower levels of the buildings.

Lower Lane Houses

The lower lane houses (H1-H12) mark the northern edge of the site. These houses follow the site contours and their layout does not compromise the pedestrian route to the Northern Fields.

The varying brickwork and timber treatments provide individuality to the houses. Elevational treatments include articulated brick details and vertical timber tops. The architect has reflected the built characteristics of Mill Hill through the inclusion of chimneys which are present on the Main Building as well as numerous residential properties, Mill Hill and Belmont School. Another design feature is recessed entrances which are exhibited at the Ridgeway Properties to the south east of the site.

Design summary

The design of the range of buildings and the architectural principles employed are considered to be acceptable. However, the council is seeking further details relating to the specifics of the building design including window and balcony details. Therefore a condition is included to require detailed drawings be submitted showing the design of a range of architectural features.

3.6 Quality of Accommodation

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

Dwelling Mix

Policy DM08 of the DMP – DPD states that new residential development should provide an appropriate mix of dwellings and with regards to market housing states that 4 bedroom units are the highest priority and 3 bedroom units are a medium priority.

The development proposes the following mix of units:

- 146 x 1 bed units (32%)
- 220 x 2 bed units (48%)
- 82 x 3 bed units (18%)
- 12 x 4/5 bed units (3%)

It is considered that the development would provide a good level of family sized housing and a suitable range of dwelling sizes and types to address housing preference and need in accordance with the above mentioned policy.

Affordable Housing

London Plan 2015 Policy 3.12 seeks the maximum reasonable amount of affordable housing to be negotiated. The Barnet Core Strategy (Policy CS4) seeks a borough wide target of 40% affordable homes on sites capable of accommodating ten or more dwellings. All of the above policies seek a tenure split of 60% social rented and 40% intermediate housing.

The application was accompanied by an 'Affordable Housing and Economic Viability Assessment' produced by BNP Paribas (BNPP) which stated that it would be unviable to provide any affordable housing on site. However, the applicant has made an offer to the Council of 20% of units to be intermediate housing in the form of affordable rent. This will comprise of 92 units. The split of these affordable units is detailed below:

- 48 x 1 bedroom units
- 34 x 2 bedroom units
- 10 x 3 bedroom units

The aforementioned mix would provide a good mix of properties. In addition, the applicant is willing to also offer £4.56M towards an off-site cash payment towards social rented accommodation within Barnet.

The delivery of the aforementioned affordable housing would be secured through appropriate clauses within the S106 Agreement. In addition to the clauses securing the delivery of the affordable housing, a review mechanism would be inserted into the S106 Agreement to allow for a re-evaluation of the viability if financial circumstances should change. The heads of terms for the S106 Agreement relating to affordable housing are set out within this report.

Residential Space Standards

Table 3.3 of the London Plan provides a minimum gross internal floor area for different sizes of dwelling. This is set out in Table 1.0 below, which shows the areas relevant to the units proposed within the development:

Table 1.0: Residential Internal Space Standard Requirements

Bedrooms	Bedspaces	Minimum gia (sqm)			Built-in storage (sqm)
		1 storey dwellings	2 storey dwellings	3 storey dwellings	
1b	1p	39 (37)*			1.0
	2p	50	58		1.5
2b	3p	61	70		2.0
	4p	70	79		
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	
4b	5p	90	97	103	3.0
	6p	99	106	112	
	7p	108	115	121	
	8p	117	124	130	
5b	6p	103	110	116	3.5
	7p	112	119	125	
	8p	121	128	134	
6b	7p	116	123	129	4.0
	8p	125	132	138	

Notes to Table 3.3

- *Where a one person dwelling has a shower room instead of a bathroom, the floor area may be reduced from 39m² to 37m², as shown bracketed.
- The Gross Internal Area of a dwelling is defined as the total floor space measured between the internal faces of perimeter walls that enclose a dwelling. This includes partitions, structural elements, cupboards, ducts, flights of stairs and voids above stairs. GIA should be measured and denoted in square metres (m²)
- The nationally described space standard sets a minimum ceiling height of 2.3 meters for at least 75% of the gross internal area of the dwelling. To address the unique heat island effect of London and the distinct density and flatted nature of most of its residential development, a minimum ceiling height of 2.5m for at least 75% of the gross internal area is strongly encouraged so that new housing is of adequate quality, especially in terms of light, ventilation and sense of space.

All of the proposed units would at least meet and in most cases would exceed the minimum standards, providing a good standard of accommodation for future occupiers. The majority have dual (64%) and triple (18%) aspect.

Barnet Local Plan policy DM03 requires development proposals to meet the highest standards of accessible and inclusive design, whilst policy DM02 sets out further specific considerations. All units should have 10% wheelchair home compliance, as per London Plan policy 3.8. Both the Planning Statement from Deloitte Real Estate and the Design and Access Statement from Hawkins Brown and dMFK Architects confirm that the development

would incorporate 10% wheelchair accessible units in accordance with the aforementioned policy requirements.

In this regard, a condition would also be attached to ensure that a minimum of 10% of the units are provided as wheelchair accessible in accordance with both the Planning and Design and Access Statements. The location of these units within the development will also be required to be confirmed via the condition.

Amenity space

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

Outdoor Amenity Space Requirements	Development Scale
For Flats: 5m ² of space per habitable room	Minor, major and large scale
For Houses: 40m ² of space for up to four habitable rooms 55m ² of space for up to five habitable rooms 70m ² of space for up to six habitable rooms 85m ² of space for up to seven or more habitable rooms	Minor, major and large scale
Development proposals will not normally be permitted if it compromises the minimum outdoor amenity space standards.	Householder

The development proposes a mix of private and public amenity areas. The level of public amenity space is significant, totalling at 155,560sqm.

The public amenity space would be provided through a large area of soft landscaping to the rear of the Main Building (referred to as the Valley Terrace) and a new area of green space at the rear of the lower lane houses referred to as the Woodland Glade.

As shown in the table above, Barnet council's Sustainable Design and Construction SPD (2016) identifies that 5 m² of private amenity space should be provided per habitable room for flatted units while 70 m² and 85 m² of space should be provided for houses with up to six and seven and more habitable rooms respectively. Therefore, the proposed houses would require a total of 960sqm of private amenity space. This is well exceeded, with 5310sqm of private amenity space provided for the houses (units H1-H12). The flats have in total 1853 habitable rooms and therefore 9265m² of private amenity space should be provided. However, the application only manages to provide 4686.8m². However, the application is providing over 150,000m² of public space as well as a significant amount of communal amenity space (2,230m² for Ridgeway Cluster and 860m² for F blocks). Therefore the deficiency in private amenity space is considered acceptable.

3.7 Trees

The site is characterised by mature broadleaf trees, which are particularly prevalent on the eastern boundary. Some of these trees, particularly the mature oak trees, were growing

before NIMR was constructed, while others were planted to soften the existing buildings. The Planning Brief identifies that the existing large number of trees present throughout the site can play an important role in screening proposed buildings as well as adding amenity value and character to the development. Therefore the retention and re-provision of trees are a key consideration.

Policy Context

British Standard 5837:2012 Trees in relation to design, demolition and construction - Recommendations clearly sets out the requirements for tree retention in proximity to development and will be used as the benchmark for considering development proposals.

Policy DM01 of the Adopted Barnet Development Management Policies advises that trees should be safeguarded. When protected trees are to be felled the council will require replanting with suitable size and species of tree where appropriate. High quality landscape design can help to create spaces that provide attractive settings for both new and existing buildings, contributing to the integration of a development into the established character of an area. The council will seek to retain existing wildlife habitats such as trees, shrubs, ponds and hedges wherever possible. Where trees are located on or adjacent to a site the council will require the submission of a tree survey with planning applications indicating the location, species, size and condition of trees. Trees should be retained wherever possible and any removal will need to be justified in the survey. Where removal of trees and other habitat can be justified appropriate replacement should consider both habitat creation and amenity value.

Trees make an important contribution to the character and appearance of the borough. Trees which are healthy and are of high amenity value can be protected by the making of a Tree Preservation Order (TPO) under the Town and Country Planning Act 1990. Tree Preservation Orders can help to protect trees from inappropriate treatment and prevent their removal, as permission must first be sought from the council to carry out most types of tree surgery. Appropriate protection of TPO trees and those identified for retention will be expected in line with good practice during construction of a development.

Appraisal

An arboricultural survey and tree removal plan was submitted with this application. This has been reviewed by the Council's arboricultural officer. The arboricultural impacts assessment estimates the overall tree loss as 400 Category C trees, 100 Category B trees, 7 Category U trees. The tree officer has identified that the number of trees being removed will have a detrimental impact on the character of the site.

The value of the existing trees is recognised and as a result efforts were made during the pre-application stage to relocate the through routes and certain buildings, such of the Woodland Cluster, in order to preserve more trees at the eastern edge of the site in line with the Arboricultural Officer's comments. However, unfortunately due to the level changes across the site, such changes could not be made. However, in other places on the scheme the location of the buildings has altered to protect groups of trees.

The Council's arboricultural officer has identified that, due to the length of time required for new planting to reach maturity, some buildings will not be adequately screened post construction. It is important the sufficient screening is provided on site and that any proposed trees are of good quality and sufficient maturity. For this reason, the Council needs to review the landscaping during the construction process in order to request larger, more mature species and greater screening to protect surrounding residential amenities and the green character of the site. Appropriate conditions have been added to this effect as well as

conditions protecting trees during the construction phase.

3.8 Loss of employment

Introduction

NIMR is a significant source of employment in Barnet, with approximately 600 people employed on site. The adopted Planning Brief identifies that it is inevitable that there will be a significant reduction in employment on the site in order to bring forward a residential led redevelopment scheme. However, a key objective for the Planning Brief is '*new employment space meeting the needs of modern businesses in particular small to medium enterprises*'.

Policy Context

There are a number of key national and local planning policies which should be reviewed when appraising the re-provision of employment floorspace on site.

Paragraph 19 of the NPPF states that "*significant weight should be placed on the need to support economic growth through the planning system*".

Paragraph 22 of the NPPF also states that "*Planning policies should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose. Where there is no reasonable prospect of a site being used for the allocated employment use, applications for alternative uses of land or buildings should be treated on their merits having regard to market signals and the relative need for different land uses to support sustainable local communities.*"

The proposals will need to appropriately address the requirements of Barnet Local Plan policies CS8 (Promoting a strong and prosperous Barnet) and DM14 (New and existing employment space).

Policy CS8 states that major developments will be required to provide financial contributions and to deliver employment and training initiatives in consultation with the Skills Development and Employability Group.

This policy goes on to state that the Council will support SMEs by requiring new employment provision to include a range of unit sizes and types such as affordable and flexible workspaces and home working hubs.

Policy DM14 identifies specific conditions to be met before the loss of B class use floor space will be permitted. These include:

- evidence that the site is no longer suitable and viable for its existing or alternative business use in the short, medium and long term;
- evidence that a suitable period of effective marketing has been undertaken.

This policy goes on to state that "*where appropriate, loss of employment space will be expected to provide mitigation in the form of contributions to employment training*".

Employment Appraisal

The Employment Study has demonstrated that a comprehensive employment review has been undertaken and the Site has been appropriately marketed in accordance with policy DM14 of the Local Plan (2012).

In order to identify the type and quantity of employment generating uses that are considered to be viable and deliverable on the site the adopted Planning Brief required an Employment Study to assess the potential for modern business uses in the short, medium and long term as part of a residential led scheme. Subject to the findings of the Employment Study the Planning Brief expected the development to seek to provide at least 2,000m² of employment space for B1(a) and B1(b) uses.

Deloitte Real Estate has conducted an Employment Study which assesses the potential for employment generating uses on the application site. In particular, this study addresses the characteristics of the office market across Barnet and the local area; an assessment of office market trends in London and clusters and a review of the potential for flexible/managed office space.

The Employment Study has identified that there are a comparatively higher number of self-employed workers (and therefore Small Enterprises) in Barnet compared to other London Boroughs. Surveys have found that office space in the borough is typically located in areas with a high PTAL or near arterial roads (i.e. the North Circular). As a result Mill Hill has low quantity of office space. The office space which is located in Mill Hill is found in the more urbanised areas of this ward.

Although the most popular areas of employment in the Mill Hill are wholesale and retail activities, office-based work in various forms constitutes a large proportion of the other dominant sectors, particularly in administration, real estate and finance. Other findings of local employment surveys include the average office space take up in Mill Hill is just below 2,000 ft² and over a 12 month period the total office space leased was 20,000 ft².

The Employment Study shows that the site does not meet the requirements for employment uses. Therefore the provision of 1640m² of B1 floor space, which is less than the 360m² less than the provision outlined in the Brief, is considered acceptable. The employment space is located on the lower ground and ground floors of the Cruciform building. In compliance with the Planning Brief, this use is integrated into the new development through its location on the lower floors of the Main Building. Contributions are required through the S106 for employment and training. The S106 also requires that management agreement be submitted and agreed with the Council to ensure that the provision, design and commercial rates of the new employment floor space are in line with Council objectives. Conditions have also been imposed requiring that the office space remain as this use and that any change to the subdivision of this employment space requires consent from the Council.

3.9 Children's play space

The London Plan states that development proposals that include housing should make provision for play and informal recreation, based on the expected child population generated by the scheme and an assessment of future needs.

The Mayor's Shaping Neighbourhoods: Play and Informal Recreation SPG sets a standard of 10m² of usable children's play space to be provided per child, with particular emphasis on play space for children under five years old to be provided on-site. This SPG places significant emphasis on the need for play space for children under five years old to be provided on-site. Based on the number of units being provided a total play space area of 515m² will need to be provided. Of this, 257m² will need to be doorstep play space for children under five.

The proposal is providing 465m² of doorstep play space and 11,203 m² of accessible open natural environment for all ages that incorporates a trim trail and sports pitches, significantly exceeding the minimum requirement stated above. The total play space area also exceeds

the minimum standard, particularly due to the large new areas of green space being made available as part of the re-development.

A condition has been added requesting the detailed design of the play spaces including suitable landscaping, climbable objects, fixed equipment, facilities for younger and older children and facilities suitable for disabled children and carers. This will ensure the quality of the new playspace and that it can be used by all new residents.

3.10 Density

The site displays the characteristics of a “suburban” site. The London Plan density matrix (Table 3.22) therefore suggests residential densities of between 150 to 250 habitable rooms per hectare and 35-80 units per hectare. The proposed density for the application is 49 units per hectare and 195 habitable rooms per hectare when assessing density on the southern developed part of the site which has an area of 9.5 hectares). This density falls within the appropriate ranges as outlined in the London Plan.

3.11 Privacy and Overlooking

The most sensitive of the proposed units in terms of privacy are those located at the ground floor level adjoining the shared amenity area.

Barnet Council Sustainable Design and Construction SPD (2016) specifies that *‘in new residential development there should be a minimum distance of 21 m between properties with facing windows to habitable rooms to avoid overlooking, and 10.5 m to a neighbouring garden’*.

Due to the clustering of proposed buildings particularly at the woodland cluster, the courtyard buildings and the Cruciform wings, there are instances where these separation distances are not met. In the case of these buildings as most units are dual aspect, where one aspect fails to meet the acceptable privacy distance, the other aspect exceeds this privacy distance.

It is however still important that appropriate obscure glazing is provided. Therefore a condition had been added requesting that details of obscure glazing are submitted in order to ensure appropriate privacy is maintained.

3.12 Daylight/Sunlight

A daylight/sunlight assessment has been submitted in support of the application by gia which is inclusive of an assessment on the levels of both daylight and sunlight that would be received by units of the proposed development. All habitable rooms were assessed for Average Daylight Factor (ADF), No Sky Line (NSL) and Room Depth Criterion (RDC). gia tested a selection of units across all typologies located on the lowest residential floor within each building. Therefore the results represent the worst case daylight and sunlight scenario.

The results show that, looking at the lowest residential floors only, the overall compliance with the daylight guidance is 90%, increasing to 95%, when considering that a number of Living/Kitchen/Diner, fall just short of the recommended 2% ADF for rooms including an kitchen, however they meet or exceed the 1.5% ADF target suitable for living areas. However, should all proposed habitable rooms within this scheme be assessed, the overall daylight compliance would be close to 100%.

The sunlight potential diagrams submitted with the daylight sunlight report show that the vast majority of units with living areas offering a southerly aspect comply with the recommended Annual Probable Sunlight Hours (APSH) levels. The few tested rooms which fall short do so because the living room windows are set behind a generous balcony, which serves as an important amenity provision. For this reason, the difference of

APSH levels on these units is considered to be acceptable.

In conclusion the proposed development will provide satisfactory levels of daylight and sunlight amenity to its future occupants.

3.13 Sustainability

Paragraph 17 of the NPPF states that one of the 12 core planning principles is to support the transition to a low carbon future, including the use of renewable resources. Paragraph 95 states that LPAs should actively support energy efficiency improvements to existing buildings. Paragraph 96 states that LPAs should expect new development to comply with adopted Local Plan policies on local requirements for decentralised energy supply unless it can be demonstrated by the applicant that this is not feasible or viable.

London Plan policy 5.2 states that development should make the fullest contribution to minimising carbon dioxide emissions in accordance with the energy hierarchy of being 'lean, clean and green'. It states that developments should seek to achieve a 35% carbon reduction target beyond Part L 2013 of the Building Regulations.

The applicant submitted an energy assessment with the application. This assessment shows that the proposal will achieve an overall carbon saving of 35% above a 2013 Building Regulations compliant development via energy savings, the installation of a site heat network supplied by a single energy centre and renewable energy technology.

The carbon dioxide savings comply with Policies 5.2, 5.6 and 5.7 of the London Plan. Conditions have been added to ensure the implementation of the energy strategy and the future connection of the future development to a district heating network, should one become available.

3.14 Transport / Highways

Policy context

Policy CS9 of the Barnet Core Strategy (Providing safe, effective and efficient travel) identifies that the Council will seek to ensure more efficient use of the local road network and more environmentally friendly transport networks, require that development is matched to capacity and promote the delivery of appropriate transport infrastructure.

Policy DM17 (Travel impact and parking standards) of the Barnet Development Management Plan document sets out the parking standards that the Council will apply when assessing new developments.

Other sections of Policies DM17 and CS9 seek that proposals ensure the safety of all road users and make travel safer, reduce congestion, minimise increases in road traffic, provide suitable and safe access for all users of developments, ensure roads within the borough are used appropriately, require acceptable facilities for pedestrians and cyclists and reduce the need to travel.

Car Parking

Originally 566 parking spaces were proposed, split between 462 residential spaces, 51 (10%) visitor spaces and 19 commercial spaces. The Table below outlines the commercial parking provision.

Table 1: Commercial Parking Provision

	Size	London Plan	London Plan	TA
Offices	1,640 sqm	1 space per 100-600 sqm	3-16	19
Café / gym	308 sqm	A3/D2: No details	No details	
Total			3 to 16 +	19

With regards to the commercial provision, as a significant proportion of the use of the café / gym will be linked to the residential development, the number of spaces is acceptable.

With regards to the residential provision, the car ownership from the 2011 census for Mill Hill ward results in a projected average ownership per household of 0.7. Therefore, the number of parking spaces proposed is above expected ownership at 356 vehicles. However, following the submission of a number of consultation responses objecting to the lack of parking provision and concern of consequential overspill parking, the residential parking provision has been increased to 543, in addition to the 19 spaces for the commercial uses and 51 visitor spaces. Therefore, the overall car parking provision is 613. The additional 47 residential spaces are all proposed to be within enlarged basement parking areas and should ensure there is no overspill onto adjacent residential streets. The additional 47 spaces will be allocated to the 3 bedroom flats. Based on a PTAL of 1b, the proposed number of spaces, which is within DM17 standards, is acceptable. The table below shows the amended residential parking provision.

Table 2: Amended Residential Parking Provision

Type of Unit	Units	DM17	DM17 Total Spaces	TA proposed spaces per unit	TA Total spaces
1 Bed Flat	146	0-1	0-146	1	146
2 Bed Flat	220	1-1.5	220-330	1	220
3 Bed Flat	82	1-1.5	82-123	50% -1 / 50% -1.5	154
4 Bed House	4	1.5-2	6-8	3	12
5 Bed House	8	1.5-2	12-16	3	12
Total	460		320 (0.7) - 623 (1.35)		544

*Plus 50 visitor spaces

Electrical Vehicle Charging Point provision for residents, at 20% active and 20% passive, as per the London Plan, is provided. For office parking, 20% provision of all spaces for electric vehicles, with an additional 10% passive provision is also proposed as per the standards.

Disabled parking provision for the offices is proposed in accordance to the London Plan at one space per each employee who is disabled motorist, plus 5% of the total capacity of visiting disabled motorists, plus a further 5% of the total capacity of enlarged spaces for future provision.

Cycle Parking

The review of parking provision is summarised in the following table:-

Table 3: Cycle Parking

	Units / Size	London Plan Short Stay	London Plan Long Stay	London Plan Spaces	TA Spaces
1 Bed Flat	146	1 per 40 units	1 per unit	790	12 short stay / 798 long stay
2+ Bed Flat	316		2 per units		
Offices	1,640 sqm	1 per 500 sqm	1 per 150 sqm	14	11 short stay / 13 long stay
Café / gym	308 sqm	Café: 1 per 40 sqm	Café: 1 per 175 sqm	10	
Total				814	834

Based on the above, the cycle parking provision complies with London Plan standards and is considered to be acceptable.

Access

The existing Medical Research Council building has one entry only access and one exit only egress situated on The Ridgeway. Access to the Medical Research Centre of Technology is via Burtonhole Lane.

Primary access to the new development is proposed via a new 'T' junction with The Ridgeway, at the location of the existing egress from the site. Another 'T' junction to the west will provide a secondary access. An emergency access (not for daily use) will be provided on Burtonhole Lane.

The new access arrangements meet the required highway standards and have spare capacity, with minimal queuing predicted both on The Ridgeway and within the site. The new arrangement will result in two eastbound bus stops being replaced by a single facility between the two new accesses. Transport for London have agreed this in principle.

A new zebra crossing on The Ridgeway should improve the safety of pedestrians and visibility on the Ridgeway will be increased by the introduction of parking restrictions.

Impact on local roads

Existing traffic flows were surveyed on the adjacent highway network, specifically:

- The Ridgeway: Automatic Traffic Count from 27/1/16 to 14/2/16
- The Ridgeway / Burton Hole Lane: 12 hour Junction Classified Count on 21/7/15
- The Ridgeway / Milesplit Hill: 12 hour Junction Classified Count on 28/1/16
- The Ridgeway / Partingdale Lane: 12 hour Junction Classified Count on 28/1/16

The highway network peak periods are 07:45-08:45 hours and 16:30-17:30 hours. Average and 85th percentile speeds are summarised below:

Table 4: Daily vehicle Speeds on The Ridgeway

Direction	Vehicle Speeds (mph)	
	Average	85 th Percentile
Eastbound	26.8	34.0
Westbound	24.9	32.0

A comparison of the existing and predicted development trips to and from the site has been undertaken. The results, as tabulated below, indicate an increase of 98 and 56 vehicles (2 way) in the AM and PM peak hours respectively.

Table 5: Net difference in trips (Two way)

	AM Peak	PM Peak
Vehicle driver	98	56
Pedal cyclist	-1	-2
Train	5	4
Underground	48	34
Bus	21	14
Motorcycle	3	3
Taxi / Minicab	2	1
Walk	28	22
Other	2	2

The impact of the development is shown to have an increase of less than 5% on the adjacent junctions.

Table 6: Predicted Traffic Flows (2023)

Junction	AM Peak			PM Peak		
	Base Flow	Development	Change	Base Flow	Development	Change
The Ridgeway / Milesplit Hill	1427	+53	3.7%	971	+47	4.8%
The Ridgeway / Burtonhole Lane (W)	1406	+53	3.7%	969	+15	1.6%
The Ridgeway / Burtonhole Lane (E)	1417	+50	3.5%	983	+12	1.2%
The Ridgeway / Partingdale Lane	1508	+50	3.3%	1027	+12	1.2%
Engel Park / Bittacy Hill	1442	+39	2.6%	1433	+7	0.5%
Inglis Way / Bittacy Hill	1474	+39	2.6%	1512	+7	0.5%
Frith Lane / Bittacy Hill	1720	+39	2.2%	1813	+7	0.4%
Holder Hill Circus	2978	+39	1.3%	3074	+7	0.2%

At the Bittacy Hill / Frith Lane junction, the roundabout is shown to be overcapacity without the development and improvements are proposed to negate the impact of the increase in traffic.

Overall, the development traffic impact on the surrounding network is negligible with less than two vehicles per minute in the AM peak and less than one vehicle per minute in the PM peak.

4.0 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; and
- sexual orientation.

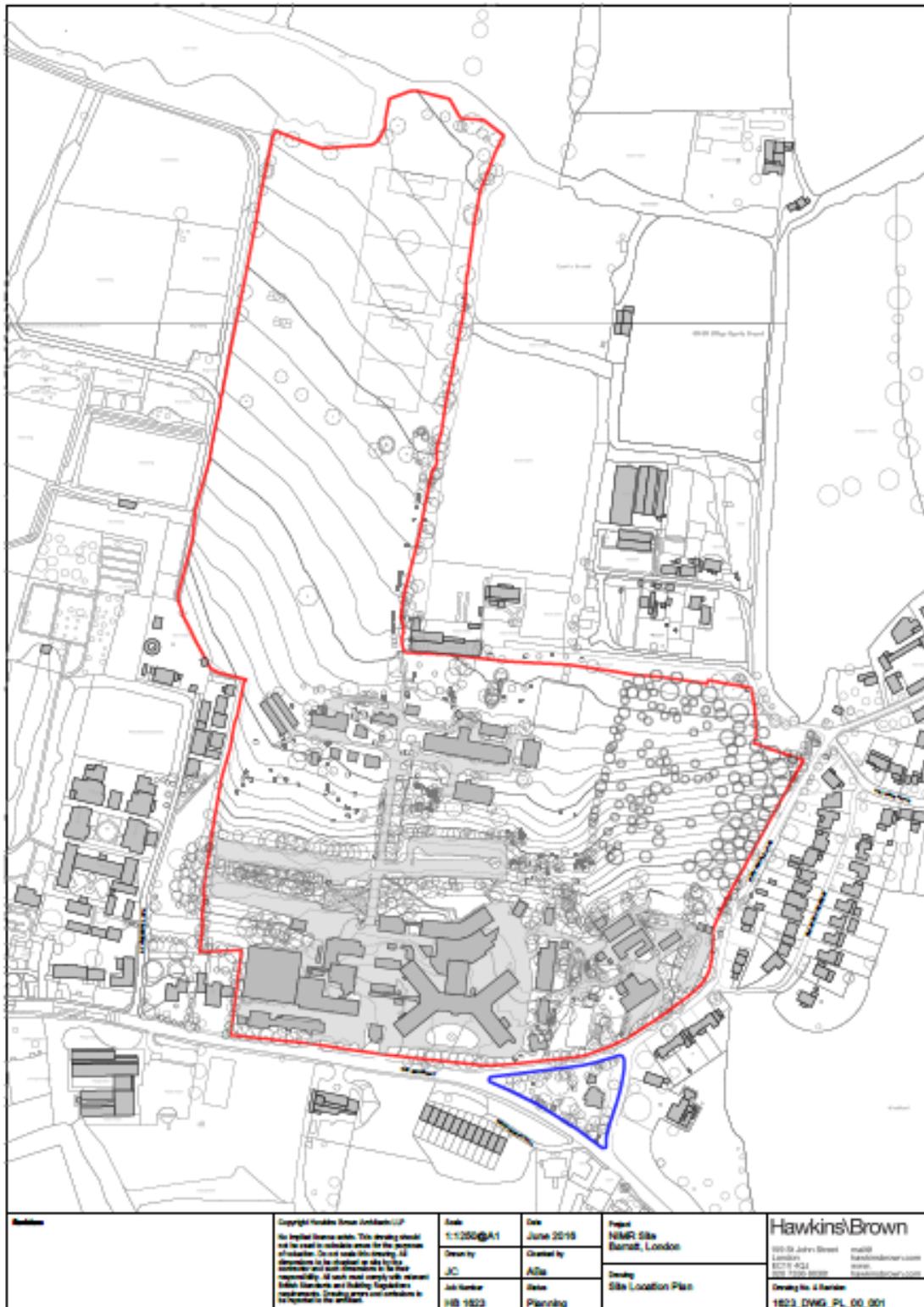
Officers have in considering this application and preparing this report had regard to the requirements of this section and have concluded that a decision to grant planning permission for this proposed development will comply with the Council’s statutory duty under this important legislation.

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 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.

5.0 CONCLUSION

In conclusion, the scheme is considered acceptable and has regard to relevant policies and guidance. This application is therefore recommended for approval.

Appendix 1: Site Plan



Appendix 2: Masterplan



Appendix 3: Relevant Site History

Planning Reference Number	Application Description	Decision	Decision date
W00095M	Specific Pathogen Free Animal Breeding Unit. Circular 100 Procedure	No objection	17/07/1968
W00095N	Extension to monkey quarantine building	No objection	17/09/1979
W00095P	Additional storey to the existing single storey laboratory building at these premises for radio chemical research facilities	No objection	26/08/1970
W00095Q	Prefabricated building to form squash court	Approved subject to conditions	09/12/1970
W00095R	Two bedroom bungalow	Approved subject to conditions	06/01/1971
W00095U	Renewal of permission for Medway prefabricated building for the breeding of mice for immunological purposes	Approved subject to conditions	10/05/1971
W00095T	Renewal of permission for Medway prefabricated building for the breeding of mice for immunological purposes	Approved subject to conditions	10/05/1971
W00095Z	Provision of fire escape stairs and fume cupboard ducts	Approved subject to conditions	04/07/1973
W00095X	Renewal of permission for concrete storage buildings	Approved subject to conditions	31/05/1972
W00095AB	The infilling of undercroft to provide labs, workshop etc	Approved subject to conditions	03/02/1975
W00095AD	Provision of fire escape and three safety handrails around north-west, south-west and north-east wing roof areas	Approved subject to conditions	23/04/1975
W00095AE	Alterations and provision of two fire escapes	Approved subject to conditions	23/04/1975
W00095AC	The installation of a chemical burner	Approved subject to conditions	23/04/1975
W00095AH	Renewal of temporary permission W.95U for retention of Medway prefabricated structure used for the breeding of mice for immunological purposes	Approved subject to conditions	08/09/1976
W00095AG	Renewal of temporary permission W.95T for retention of Medway prefabricated structure used for the breeding of mice for immunological purposes	Approved subject to conditions	08/09/1976
W00095AJ	Erection of passenger/goods lift on rear external face of main	Approved subject to conditions	13/10/1976

	building		
W00095AK	Erection of covered way	Approved subject to conditions	11/05/1977
W00095AL	Retention and continued use of building for general storage purposes	Approved subject to conditions	27/07/2977
W00095AM	Upgrading of main building and east wings	Approved subject to conditions	19/10/1977
W00095AN	Formation of covered way	Approved subject to conditions	19/10/1977
W00095AP	Temporary single storey laboratory building	Approved subject to conditions	19/10/1978
W00095AQ	Two storey computer building	Approved subject to conditions	19/10/1978
W00095AR	Retention and continued use of building for general storage purposes	Approved subject to conditions	10/01/1979
W00095AS	Retention and continued use of building for general storage purposes	Approved subject to conditions	01/09/1982
W00271T	Formation of pitched roof	Approved subject to conditions	22/04/1987
W00095AX	Details of materials pursuant to condition 3 of planning permission ref. W00095AV dated 07.06.89 for the erection of four storey (including basement) biological services building	Approved subject to conditions	17/10/1989
W00095AY	Single storey extension to main building	Approved subject to conditions	22/08/1989
W00095AZ	Erection of single storey building to be used for storage purposes	Approved subject to conditions	22/09/1989
W00095BB	Erection of four storey (including basement) biological services building	Approved subject to conditions	18/04/1990
W00095BF	Alterations to old polio building including erection of external fire escape, link corridor connecting existing buildings and plant enclosure	Approved subject to conditions	23/10/1990
W00095BQ	New shallow pitch roof to north-east wing and construction of plant platform above roof	Approved subject to conditions	23/11/1995
W00095BR	Creation of concrete hard standing adjoining existing compacter area	Approved subject to conditions	20/11/1996
W00095BS	Retention of 2 aerials to chimney on roof of building and installation of radio equipment cabin at ground level with linking cable tray	Approved subject to conditions	19/12/1996
W00095BT	Enclosed hardstanding for	Approved subject	19/05/1997

	waste handling equipment	to conditions	
W00095BU	Erection of single storey detached building close to the Burtonhole Lane/Ridgeway Junction	Approved subject to conditions	29/05/1998
W00095BV	Details of archaeological work to be carried out pursuant condition 3 of planning permission W00095BU for a single storey detached building	Approved	09/09/1998
W00095BW	Details of landscaping pursuant to W00095BU	Approved	30/09/1998
W12459/01	Erection of 15m telecommunications 'Ultra Slim' monopole with 1 no. Trisector antenna, 18cm dish, 1 no. Equipment Cabinet and Development ancillary thereto.	Refused	04/05/2001
W00095BZ/01	Erection of a fire escape balcony on the south-east elevation	Approved subject to conditions	15/10/2001
W00095CF/03	Installation of new sectional GRP water tanks to replace existing fronting the Ridgeway	Approved subject to conditions	10/07/2003
W00095CG/03	Installation of 4 no. face mounted panel antennae and 1 no. equipment cabin at ground floor level	Approved subject to conditions	14/08/2003
W00095CH/03	Erection of 2.4 metre high wire mesh fence around Mellanby Building	Approved subject to conditions	05/01/2004
W00095CK/04	Installation of three telecommunications antenna on chimney and associated equipment cabin at ground floor level.	Approved subject to conditions	27/02/2004
W00095CJ/04	Installation of approximately 7 metre high telecommunication pole and associated equipment cabinet	Refused	17/03/2004
H/01199/10	Installation of 3 replacement antennas on the eastern chimney. Retention of cabinet at ground level and ancillary development including cabling and air condition units. TELECOMMUNICATION APPLICATION	Approved subject to conditions	19/05/2010
16/3872/FUL	Demolition of the chemical store, squash court and east annex of the National Institute for Medical Research	Approved subject to conditions	08/08/2016