

LOCATION: Land at Prince Of Wales Estate, Between Prince Of Wales Close and Fuller Street, Hendon, NW4 4RR

REFERENCE: 21/5061/FUL
Received: 20 September 2021
Accepted: 28 September 2021
Expiry: 23 November 2021

WARD: Hendon

CASE OFFICER: Hardeep Ryatt

APPLICANT: London Borough of Barnet

PROPOSAL: Provision of 76 car parking spaces (39 existing parking spaces to be retained and 37 new parking spaces provided, including 31 car parking spaces to be removed from Fuller Street Public Car Park under LBB Planning Reference 21/4612/FUL), plus creation of informal play-area, public realm improvements and associated landscaping at Prince of Wales Estate

RECOMMENDATION 1:

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

1. Legal Professional Costs Recovery
Paying the council's legal and professional costs of preparing the Agreement and any other enabling agreements;
2. Enforceability
All obligations listed below to become enforceable in accordance with a timetable to be agreed in writing with the Local Planning Authority;
3. Indexation
All financial contributions listed to be subject to indexation.
4. Greenspaces
i) CAVAT payment contribution required to compensate the loss of trees located within the application site, final sum to be agreed.
5. Control Parking Zone (CPZ)
Financial contribution towards Local CPZ monitoring, consultation and implementation, final sum to be agreed.
6. Monitoring Fee
A contribution of £5,000 towards the monitoring of the S106 agreement.

RECOMMENDATION 2:

That subject to Recommendation 1 and upon completion of the agreement specified, the Service Director of Planning and Building Control or Head of Development Management to

approve the planning application reference 21/5061/FUL under delegated powers, subject to the conditions as set out within this report.

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

CONDITION(S) and INFORMATIVES

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

1. MATERIAL CONSIDERATIONS

1.1 Key Relevant Planning Policy

Introduction

Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires that development proposals be determined in accordance with the development plan unless material considerations indicate otherwise. In this case, the development plan is The London Plan and the development plan documents in the Barnet Local Plan. These statutory development plans are the main policy basis for the consideration of this planning application.

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

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

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

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

National Planning Policy Framework (2021)

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

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

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

The London Plan 2021

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

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

Chapter 1

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

Chapter 3

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

Chapter 5

- Policy S1 Developing London's social infrastructure
- Policy S2 Health and social care facilities

Chapter 6

Policy E2 Providing suitable business space

Policy E11 Skills and opportunities for all

Chapter 8

Policy G1 Green infrastructure

Policy G5 Urban greening

Policy G6 Biodiversity and access to nature

Policy G7 Trees and woodlands

Chapter 9

Policy SI 1 Improving air quality

Policy SI 2 Minimising greenhouse gas emissions

Policy SI 3 Energy infrastructure

Policy SI 4 Managing heat risk

Policy SI 5 Water infrastructure

Policy SI 7 Reducing waste and supporting the circular economy

Policy SI 8 Waste capacity and net waste self-sufficiency

Policy SI 12 Flood risk management

Policy SI 13 Sustainable drainage

Chapter 10

Policy T1 Strategic approach to transport

Policy T2 Healthy Streets

Policy T3 Transport capacity, connectivity and safeguarding

Policy T4 Assessing and mitigating transport impacts

Policy T5 Cycling

Policy T6 Car parking

Policy T6.2 Office Parking

Policy T6.5 Non-residential disabled persons parking

Policy T7 Deliveries, servicing and construction

Policy T9 Funding transport infrastructure through planning

Chapter 11

Policy DF1 Delivery of the Plan and Planning Obligations

Barnet Local Plan

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

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

Core Strategy (Adopted 2012):

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

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

CS10 (Enabling inclusive and integrated community facilities and uses)
CS11 (Improving health and well-being in Barnet)
CS12 (Making Barnet a safer place)
CS13 (Ensuring efficient use of natural resources)
CS14 (Dealing with our waste)
CS15 (Delivering the Core Strategy)
Development Management Policies (Adopted 2012):

DM01 (Protecting Barnet's character and amenity)
DM02 (Development standards)
DM03 (Accessibility and inclusive design)
DM04 (Environmental considerations for development)
DM13 (Community and education uses)
DM14 (New and existing employment space)
DM16 (Biodiversity)
DM17 (Travel impact and parking standards)

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

Local Supplementary Planning Documents:

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

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

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

Mayoral Supplementary Planning Documents and Guidance:

Barnet Housing Strategy 2015-2025
 Accessible London: Achieving an Inclusive Environment (April 2004)
 Sustainable Design and Construction (May 2006)
 Wheelchair Accessible Housing (September 2007)
 Planning for Equality and Diversity in London (October 2007)
 Shaping Neighbourhoods: Play and Informal Recreation (September 2012)
 All London Green Grid (March 2012)
 Housing (March 2016)
 Affordable Housing and Viability (August 2017)
 The Control of Dust and Emissions during Construction and Demolition (July 2014)
 Mayor’s Transport Strategy (2018)

Barnet’s Local Plan (Reg 22) 2021

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

The Regulation 22 Local Plan sets out the Council’s draft planning policy framework together with draft development proposals for 65 sites. The Local Plan 2012 remains the statutory development plan for Barnet until such stage as the replacement plan is adopted and as such applications should continue to be determined in accordance with the 2012 Local Plan, while noting that account has been taken of the policies and site proposals in the draft Local Plan limited weight has been given to the draft Local Plan in the determination of this application (see further below).

The sites identified in the Reg 22 Local Plan Schedule of Proposals and which remain relevant to the Hendon Hub regeneration project and the current set of planning applications are tabled below:

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

The Community Infrastructure Levy Regulations 2010

Planning obligations need to meet the requirements of the Community Infrastructure Levy Regulations 2010 (as amended) to be lawful. Were permission to be granted, obligations would be attached to mitigate the impact of development.

Environmental Impact Assessment Regulations (2017)

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

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

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

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

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

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

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

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

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

In consideration of the policy and guidance the Hendon Hub Project comprises a series of separate sites, the SR considered it was not necessary for each site to fall within the consideration and assessment of the EIA. This would enable the EIA to focus on the sites and proposals that are considered likely to give rise to significant environmental effects given the size of the site and the scale and nature of the proposals for the site. Accordingly, the Scoping Opinion confirmed that some of the smaller sites could be scoped out of the EIA. This site is one of those sites which was scoped out.

Though this site was scoped out of the EIA, a precautionary approach was taken and it was nonetheless included within the cumulative assessment in the ES. The cumulative assessment concluded that there would be no residual significant environmental effects from the project as a whole, including the site. This conclusion supports the original assessments undertaken and detailed in the Scoping Report.

There are no designated or non-designated heritage assets on or near the replacement car park site. The site partially falls within an area of 'Special Archaeological Significance' (the western part of the site which will be subject to landscaping improvements and will not contain the proposed surface level car park which is proposed on the eastern side of the site and falls outside of the SAS). The SAS designation does not automatically indicate the presence of archaeological remains but rather it suggests an increased probability of finding remains when compared to areas that fall outside SAS. This increased probability is based on historical archaeological findings near areas of SAS. A desk based archaeology assessment was carried out in support of the planning application (see attached). It concluded that there is no indication that archaeological deposits are present on the site which would merit preservation in situ, and this informed the scoping decision.

2. PLANNING CONSIDERATIONS

2.1 Background & Site Context

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

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

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

To the north of The Burroughs is Church Road. This area is the southern extent of the Hendon Church End Conservation Area. Hendon Church End is a linear

development, with St Mary's Parish Church at its heart, and links Church Road to the south with Watford Way to the west.

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

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

21/4709/FUL – Ravensfield & Fenella (R&F)

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

21/4722/FUL – Meritage Centre (MC)

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

21/4723/FUL & 21/4724/LBC – Building 9/Hendon Library (B9)

New grade A teaching Facility for Middlesex University.

21/4612/FUL – Fuller Street (FS)

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

21/4613/FUL – Former Quinta Club

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

*21/5054/FUL – Linear Woodland**

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

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

21/5061/FUL – Land @ Prince of Wales Estate (this application report)

Provision of car parking and creation of informal play areas and landscaping works.

Hendon Hub Masterplan:



2.2 Site Description

The land to which this proposal relates lies entirely within the London Borough of Barnet. The site can essentially be split into 3 areas within the Prince of Wales estate. Principally the estate sits between Fuller Street to the north and Church Road to the south.

To the eastern edge is the existing car park at the Fuller Street cul-de-sac, which provides 25 car parking spaces. This also has a play area however is a non-functional and outdated play area for the residents. The existing play area is formed of a concrete mound to the centre of the site with a stepped seating area and low retaining walls. The hard-standing is surrounded by grass verges which back on to residential

back gardens to the north and a bin store to the south. This area covers approximately 1600sq.m

There is an existing pedestrian through-way which links the Fuller Street *cul-de sac* to the Prince of Wales Close hammerhead to the west, which has 14 car parking spaces. The existing pedestrian walkway is narrow and obstructed by stores and drying areas.

The site is located within Flood Zone 1 and does not contain any locally or statutorily listed buildings nor does it fall within a designated conservation area.
The site is located within Flood Zone 1 and has a PTAL rating of 2 (poor).

2.3 Proposed Development

This application seeks planning permission to create 30 additional parking spaces in the Fuller Street Cul-de-sac and 7 spaces in the Prince of Wales Close hammerhead. A net increase in the total car spaces of 37.

The provision of the additional car parking spaces would replace the 31 car parking spaces removed from the Fuller Street car park just to the north. This car park would be redeveloped as part of the proposal to reaccommodate the People's Dispensary for Sick Animals (PDSA), under planning application 21/4612/FUL. The remaining 6 new car spaces are to mitigate the loss of parking from the re-development of the Meritage Centre site, under planning application 21/4722/FUL.

Therefore, it has been demonstrated that there would be no net loss in overall residential car parking spaces as a result of the Hendon Hub Regeneration scheme.

In addition to delivering the required car parking provision, the applicant is also proposing to regenerate and revitalise the current low quality open spaces with enhanced informal play area and landscaping with improvements to the public realm.

2.4 Relevant Planning History

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

Reference: 21/2885/ESC

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

Decision: Statement Scope Acceptable

Decision Date: 16 July 2021

Description: Environmental impact assessment scoping opinion

From the search of council records, there are no other applications considered to be directly relevant to this application.

2.5 Pre-application Consultation by the Applicant

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

The report details for example:

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

2.6 Public Consultations

As part of the consultation exercise, 1061 letters were sent to neighbouring properties and residents. In addition, the application was advertised in the local press and site notices were posted. At the time of preparing this report a total of 148 letters of objection were received.

2.6.1 Public Objections:

The letters of objection received relating to this application and site are summarised as follows:

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

- The area is being overtaken by the University, overcrowding and overdevelopment.
- No need to move the PDSA, if this is not built then no need for the car parking spaces at the alternative site.
- This will result in overcrowding, increased noise, littering, antisocial behaviour, crowded pavements, more traffic and congestion.
- There is only a nominal increase in car parking spaces, it is not enough. Car parking spaces on this site have only been created because 31 spaces are being removed from Fuller Street Car Park. There is an increase of only 6 car spaces in total.
- This area has been neglected for so many years and works only being done now to accommodate the university not for the residents.
- The aim to revitalise Prince of Wales should focus on improving the existing community facilities, not burdening it with parking pressure.
- Fuller Street car park only accessible from Fuller Street.
- Litter is still going to be a problem in the area. Council have neglected the Fuller Street communal gardens for years. Shrubs in the play area are overgrown.
- Poorly designed parking too close to play areas, not safe.

2.6.2 Neighbouring/Residents Associations & Local Amenity Groups:

Vivian Avenue Residents Group:

As a group of residents living in Vivian Ave area, we are aghast that the Hendon Hub plans were not notified to our households.

We strongly object to this application which forms a key part of the Hendon Hub development.

This development has not been properly addressed nor correctly presented to the community at the POW Estate. The walkabout with landscaping architect on designing the area highlighted issues of security, opportunities for criminal activity in the area, the shabbiness of some areas and lack of maintenance on parts of the estate. The resulting application is the beautifying of certain areas but really the objective is to get 36 EXTRA car park spaces on site (to re-provide for those kicked off at Fuller Street car park).

We object to putting more cars onto the site without proper consideration to the play area immediately next to it, where safety of congregating children and youngsters matters most. There are mature trees in the grass mound near the Meritage Centre site so that area can only have limited works done to it. Is it even possible to alleviate the vehicle congestion that is bound to happen with 76 car park spaces in the POW WITHOUT another access or egress point? The access and egress point must also not cause other new issues e.g. loss of TPO trees or longstanding vegetation or more concrete structures. Illegal parking by other motorists if a CPZ is in place will also

cause upsets, inconvenience and confrontations. Students not having parking permits is not a failsafe system. There are ways to get around this.

If there was a real concern to improve POW Estate, extra 36 parking spaces would not be the choice move to make. A new and proper playground would be more welcomed with security lights, more open areas to discourage criminal behaviour.

With this application and the rest of the Hub applications, the estate will become more congested with cars and people and will be a magnet for problems

Officer Comment

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

The Burroughs Residents Association:

No comments received.

The Barnet Society:

No comments received.

2.7 Responses from External Consultees

Transport for London (TfL)

No objections and proposals should align with the London Plan requirements for disabled parking and electric charging.

Officer Comment:

Appropriate conditions will be added, please see relevant section later in this report.

Cadent Gas Ltd

No objection, informative note required.

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

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

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

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

Historic England – GLAAS

No objection – recommended Archaeological Condition:

No demolition or development shall take place until a written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, which shall include the statement of significance and research objectives, and

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

Reason: This pre-commencement condition is necessary to safeguard the archaeological interest on this site. Approval of the WSI before works begin on site provides clarity on what investigations are required, and their timing in relation to the development programme. If the applicant does not agree to this pre-commencement condition please let us know their reasons and any alternatives suggested. Without this pre-commencement condition being imposed the application should be refused as it would not comply with NPPF paragraph 205.

Informative:

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

The archaeological work should include:

Watching Brief

A watching brief involves the proactive engagement with the development groundworks to permit investigation and recording of features of archaeological interest which are revealed. A suitable working method with contingency arrangements for significant discoveries will need to be agreed. The outcome will be a report and archive.

Officer Comment

These comments are duly noted and the requested condition and informative shall be added.

MET Police – Secured by Design

No objections.

This proposal involves the redesign of the car park and play area within the Prince of Wales Estate. It is important to note that these areas are publicly accessible 24/7 and do not benefit from a secure and enclosed resident's courtyard. There are a number of benches and raised planters proposed for this site. Seating can attract loitering, and although these seats may be legitimately used by the local community, it is possible that they may also be misused by others, especially in hours of darkness. It is important to ensure that any seating is installed upon a 'flexible' basis, for example, should one or more of the benches be repeatedly misused by a perpetrator(s) such as street drinking, drug use etc, they can be removed either temporarily or permanently as the case may be. Seating must also be well-illuminated and not concealed behind any tall boundaries or foliage. It is positive that safety and security is at the forefront of the architects thinking, as they have allowed for good clear lines of sight and removal of any potential areas of concealment.

It is commendable that the applicant's DAS makes reference to the use of 2m+ clear stems for trees and reduced height of 1m for bushes/shrubs etc. This all aids levels of natural surveillance and lines of sight. It is important that soft landscaping for the proposal does not adversely obstruct levels of light, any formal surveillance such as CCTV and so on.

It is recommended that any lighting here is provided through column lighting and not solely via bollard lighting. As above for the linear woodland proposal, bollard lighting is easily damaged and does not provide sufficient illumination for crime prevention purposes within the public realm. Column lighting is recommended from a height of at least 3m+ (to help prevent vandalism). It is also advisable that each column light includes a 'commando socket' so that if there are any future issues in this area, a temporary or permanent CCTV system can be installed relatively easily to help deter potential misuse.

The 'Radburn' style design of this estate can be problematic to the extent that vehicles and some play areas are not central to the development and located some distance away from levels of natural surveillance from the residential units, thus becoming more isolated and potentially open to misuse or crime and disorder such as vehicle crime etc. Formal surveillance such as CCTV and signage can help to protect against incidents such as this.

It is positive to see that the plans include some fencing treatments to 2.4m as this height can help to protect against intrusion and climbing into any other more vulnerable areas.

With the DAS making reference to potential misuse of the residential car park such as students exploiting this car park with their own vehicle, it is important that clear rules, signage and potential enforcement via a parking strategy is included to help prevent misuse of the car park and potential frustration and conflict between residents and any perpetrator. The use of differing materials to help demarcate between the public highway and private residential car park is also beneficial to help to deter misuse.

Officer Comment

These comments are noted and full details for lighting, bench equipment, boundary treatments etc. can be secured by conditions.

Highways England

National Highways raises no objection.

2.8 Responses from Internal Consultees

Ecology

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

Environmental Health

No objections. The proposed development has been reviewed in regard to noise, air quality, overheating, contaminated land and is considered acceptable subject to a number of conditions and informatives, which will be included.

Arboriculturalist

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

The soft and hard landscape scheme will require alterations so that the plantings will provide the promised long term objectives.

Subject to the above CAVAT payment, recommend conditions relating to:

- Levels
- Hard & Soft landscaping
- Excavation for services
- Pre-commencement, Tree protection
- Landscape management

Policy

No objections.

Planning Documents considered in assessing the applications

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

See comments on the SPD at 1.1 above.

Car Parking (London Plan Policy T6.1)

The parking spaces proposed are replacement space for those lost from the Fuller Street Car Park. The provision of these car parks will ensure that there is adequate off street car parking in the area. To be in accordance with Residential Parking London Plan Policy T6.1 C which requires 20% of spaces to have active charging facilities for ultra-low emission vehicles, with passive provision for all remaining spaces.

Play area (London Plan Policy S4, Local Plan Policy DM15 and draft policy CDH07)
London Plan and Local Plan polices promote the provision of children's play facilities.

Biodiversity

There is a projected 26.27% net gain in biodiversity as a result of the proposed planting as part of this application.

Heritage

No objections raised, does not have heritage implications.

This site lies outside of the Church End, Hendon Conservation Area.

Transport and Regeneration

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

Drainage/SuDs

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

3. PLANNING ASSESSMENT

3.1 Principle of development

Car Parking

The proposal seeks to re-provide the existing car parking space from the Fuller St car park a short distance away to the Fuller Street *cul-de sac*, with one relocated to the Prince of Wales hammerhead just to the west. There would be no net loss in overall car parking spaces. In addition the proposed development involves improvements and enhancements to existing open spaces and informal areas which are currently underutilised. Therefore the principle uses have already been established and there are no "in principle" objections.

Taking a broader view, Policy DM13 of the Local Plan requires the re-provision of community facilities with at least an equivalent quality or quantity of floorspace and should be provided at the site or in a suitable alternative location. The existing PDSA site directly to the west and within the Meritage Centre site, forms part of the wider Hendon Hub regeneration project. This would be relocated to a new modern purpose built building for the PDSA at the Fuller Street car park site, providing a significant uplift in not only the quantum of floor space but also quality of space. This is being considered under application 21/4612/FUL.

The existing 31 car parking spaces which would be lost would be relocated and fully reprovided as part of this planning application, as part of a coordinated strategy of re-provision and enhancement. This is being proposed along with public realm improvements. These applications including all the Hendon Hub applications, confirm

that there would be an overall net increase of community use (and teaching) floorspace provided by the Hendon Hub Regeneration project.

Therefore, taking all matters into consideration the proposed enhancements are deemed acceptable there are no “in principle” objections to the proposed development.

3.2 Transport / Highways

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

The application was accompanied with a Transport Assessment which has been reviewed by the council’s transport highway officers who have provided detailed comments as set out below. Officers conclude that the development is acceptable on transport grounds as set out below. Reference should also be made to the comments provided for the Fuller Street car park application, 21/4612/FUL.

Existing Conditions

The site is currently used as a car park which has 25 spaces, bin store and open community space.

TfL’s WebCAT tool indicates that the site has a PTAL value of 2 which is a below average level of accessibility. Taking this into account, measures that seek to improve the public transport accessibility and active travel credentials of the site should be a priority in order to deliver a sustainable development in transport terms.

Parking occupancy surveys were undertaken with the following noted:

- June 2020: average occupancy 72%
- October 2020: average occupancy 85%
- March 2021: average occupancy 54%

During this time the area has changed from having no parking regulation (June and October 2020) to a Control Parking Zone (CPZ) in February 2021.

Baseline Transport Data

The Personal Injury Accident (PIA) review that has been provided is based on the “Crashmap” database and therefore does not provide sufficient details as to the exact nature of the incidents and possibly does not contain the most current data. The TA concludes that “the data does not suggest that there are any safety issues that need to be taken account of and resolved as part of the re-development proposed for the

site.” LBB do not necessarily dispute this matter however are unable to verify this based on the current available data and therefore have requested additional information to support this.

Proposed Development

The proposals seek to re-provide the existing car parking space from FSCP primarily to the south-east into the Fuller Street estate (30 out of the 31 being lost), due to the PDSA moving to the existing FSCP. A total of 55 parking spaces will be provided in this area (25 existing parking spaces and the addition of 30 new spaces lost by the change of use of FSCP). A further 1 additional space will be re-provided within the Prince of Wales estate to bring the total to 31 spaces ensuring no net loss of parking.

The redevelopment of the Fuller Street cul-de-sac will increase the number of parking spaces from 25 to 55 therefore mitigating the loss of parking as a result of the change of use of the FSCP site to accommodate the PDSA. There are an additional 7 spaces to be provided within the Prince of Wales estate (1 to replace the remaining FSCP space being lost and 6 to mitigate the loss of parking from the re-development of the Meritage Centre site). It is stated that there will be no net loss in overall residential car parking spaces as a result of the scheme.

Car Parking

It is considered that the proposed development should help enable a further review of the CPZ scheme in order to address the above potential concerns. LBB to request a financial contribution towards a CPZ review/upgrade (secured via s106 agreement).

General Layout

The vehicle / pedestrian and vehicle / vehicle visibility splays should be shown on plan to demonstrate that there would be no obstructions to visibility requirements (based on 85th percentile speeds) and that the required safety requirements are met.

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

Prior to commencement of development any improvement works / physical changes are proposed to the highway infrastructure to be subject to a s278 agreement.

Prior to the commencement of the development, details of any highways to be stopped under Section 247 of the Town and Country Planning Act shall be submitted to and agreed with the Local Planning Authority.

Car Parking Design and Management Plan

A Car Parking Design and Management Plan should be conditioned as part of the planning consent. This would detail how the car parking supply will be designed / controlled / managed. As part of the car parking management plan, the condition will ensure appropriate levels of disabled parking (10%) and electric charging points both active (20%) and passive are provided.

Construction

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

S.106

- CPZ Monitoring contribution

Proposed Conditions

- Construction Logistics Plan
- Car Park Management Plan
- Disabled Parking and EVCP provision to London Plan Standards
- Cycle Parking to London Plan Standards
- Swept Path analysis
- Prior to commencement of the development the vehicle / pedestrian and vehicle / vehicle visibility splays should be shown on plan to demonstrate that there would be no obstructions to visibility requirements (based on 85th percentile speeds) and that the required safety requirements are met.
- Prior to the commencement of the development, details of any highways to be stopped under Section 247 of the Town and Country Planning Act shall be submitted to and agreed with the Local Planning Authority.

3.3 Landscaping, Trees and biodiversity

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

Landscaping

The submitted Design and Access Statement provides a comprehensive and detailed breakdown of the proposed landscaping and open space provision. The proposals focus on improving and increasing green space and biodiversity within the estate. The proposals will significantly improve residents’ access to high quality green space, which would be attractive and safe. The design has encouraged natural surveillance and improved view lines for key pedestrian routes.

Paving materials would complement the wider masterplan proposals and ensure durability. Street clutter will be kept to a minimum, proposed furniture will be carefully considered and be multi-functional. Street furniture will also be part of a coordinated suite of features that will help strengthen the sense of place for the area. Officers note the comments made by the MET’s DoC officer and will ensure appropriate street furniture is incorporated through conditions.

The landscape proposals are designed to benefit the whole community creating a high quality public realm with improved play offer for children.

The existing link towards the amenity spaces has been improved. Redesign of existing bin stores and drying areas has created long linear unobstructed views between the two proposed amenity space improvements. The bin stores would be treated with new, high quality fence lines with lockable gates to reduce fly tipping. New wooden screening with additional planting is also proposed to reduce their visibility to residents.

All external spaces of the development in both public and private areas are designed to not exceed 1 in 20 gradients. The design approach of the landscape ensures it is accessible and usable by all.

Trees

An Arboricultural Impact Assessment has been prepared to support the application. This assessment concludes that 2 trees are to be removed and 48 trees to be planted, resulting in a net gain of 46 trees. There is a projected 26.27% net gain in biodiversity as a result of the proposed planting as part of this application.

The proposed development has been reviewed by the council's Arboriculturalist who has no objections to the scheme. This is however subject to the payment of an agreed Capital Asset Value for Amenity Trees (CAVAT) value for the two trees that would be removed. Additional detailed comments have been made with specific regard to species proposed and such details would therefore be secured through conditions as part of a detailed landscape strategy and management plan.

Ecology

The Council's Ecology Consultants have reviewed the submitted Preliminary Ecology Appraisal Report and have raised no objections.

There is 1 statutory site within 2km; Brent Reservoir Welsh Harp SSSI and LNR is 1.6km south west. We are satisfied that the site will not be affected by the proposal and that the evidence provided by the applicant is sufficient to address potential impacts and implications on biodiversity receptors. The site is within the IRZ of Brent Reservoir/ Welsh Harp but does not fall within the criteria of consultation with Natural England.

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

We are satisfied that the net 26 – 27%% Gain in Biodiversity adequately demonstrates post development gains in biodiversity.

Nesting birds

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

Hedgehogs and other mammals

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

Proposed Planning Permission Conditions

Lighting

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

Biodiversity Enhancement Recommendations

In line with the National Planning Policy Framework (NPPF 2021) in aiming to achieve sustainable development and the obligations on public bodies to conserve and enhance biodiversity as required by the Natural Environment and Rural Communities (NERC) Act 2006 please ensure that the Biodiversity Enhancement Recommendations in Section 5 are adhered to and enforced through a suitably worded condition or conditions.

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

Archaeology

As the submission conforms, the application site does lie in an area of archaeological interest (Archaeological Priority Area). A Desk-Based Archaeology Assessment was produced to identify the archaeological potential of deposits on the application site and consider the proposed scheme's likely impact on them.

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

Environmental Considerations

The proposal and submission details have been reviewed by the Council's Environmental Health team. The proposal is considered acceptable, and the details provided sufficient to all the scheme subject to conditions. Accordingly, appropriate conditions will be included to ensure all details and mitigation measures are secured.

3.4 Flood Risk / SUDS

Policy CS13 of the Barnet Core Strategy states that "we will make Barnet a water efficient borough and minimise the potential for fluvial and surface water flooding by ensuring development does no cause harm to the water environment, water quality and drainage systems. Development should utilise Sustainable Urban Drainage Systems (SUDS) in order to reduce surface water run-off and ensure such run-off is managed as close to its source as possible subject to local geology and groundwater levels".

A Drainage Statement prepared and reviewed by the Council. The Council's drainage team have confirmed that the proposed details are acceptable in principle and therefore the details would be secured via condition.

4. Equality and Diversity Issues

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

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

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

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

In considering this application and preparing this report, Officers had regard to the requirements of this section having particular regard to any potential impacts upon "protected characteristics". Officers have concluded that a decision to grant planning permission for this proposed development will comply with the Council's statutory duties under this legislation.

It is noted that, in particular, access around the external spaces of the Prince of Wales estate development are proposed to meet the requirements of "Access to and use of buildings, ADM of The Building Regulations 2010" and the guidance of BS 8300. All external spaces of the development in both public and private areas are designed to not exceed 1 in 20 gradients. The design approach of the landscape ensures it is accessible and usable by all. As such, pathways and other hard standings are proposed to have firm, level and slip resistant surfaces meeting BS8300-1:2-18. Dedicated disabled parking spaces will be provided in convenient locations and details secured through conditions.

Surface materials have been chosen to avoid loose or uneven materials that may be difficult for wheelchair users, people with walking aids and cane users. Visually contrasting paving will be laid throughout the POW scheme to variate between different accesses as required.

Officers conclude that overall there is no adverse equality impact from this application. The proposals are considered to be in accordance with national, regional and local policy by establishing an inclusive design, providing an environment which

is accessible to all. Officers conclude that the proposed development will overall contribute to the objectives of the legislation.

In addition, officers have also considered the proposal in terms of the Human Rights Act 1998 (HRA 1998) and in particular but not only, articles 8 (respect for home and family life) and 14 (non discrimination) of the European Convention on Human Rights (ECHR). Officers consider that granting planning for this development proposal would not breach the ECHR or the HRA 1998.

5. Crime and Disorder

Section 17 of the CDA requires local authorities to consider the crime and disorder implications of their decision. As specified earlier in this report, the crime prevention officer of the metropolitan police was consulted on this application and responded advising that the application has taken designing out crime into account in the design of the proposal. The Secured by Design Officer raises no objections to the proposal given the applicant has identified areas of concern and addressed these matters through the improvements to the public realm. These matters have therefore been carefully considered and the proposal is in full accordance with Section 17 of the CDA.

6. Conclusion

Overall, having taken all material considerations into account, it is considered that the proposed development is acceptable and would not be in conflict with the development plan as a whole. The development would re-provide car parking for local residents and provide significant improvements to the public realm including the enhanced provision of outdoor space for all ages. There are no material considerations against the proposal which would outweigh the presumption in favour of the grant of planning permission. Indeed, in addition the site forms part of the Hendon Hub Regeneration Project which aims to deliver a number of wider benefits which are material to the consideration of this applications also set out below:

- Maximising the reuse of previously developed land for housing and social infrastructure – as part of the wider regeneration project.
- Optimisation brownfield sites to help deliver a total 565 student units with 50% affordable (equal to 226 conventional housing units towards the council's 5YHLS).
- As part of the wider of regeneration project, significantly enhanced teaching space and ancillary facilities. The University is one of Barnet's largest employers, employing c.1,500 local and London-based staff.
- Re-providing improved community space and allowing for the release of sites for redevelopment. Including the rehousing of Hendon Library and SLRS into significantly improved modern facilities.
- 100% "affordable" purpose-built supported accommodation.

- Enhanced landscaping across the whole masterplan area.
- Public Access to be secured for both the existing Hendon Library and new modern facilities such as the ACI (Arts and Performance Theatre).
- S106 contributions.
- Economic effects on local and regional economy during construction and operational use, e.g. job creation, wages etc.
- Community Infrastructure Levy (CIL) contributions to improve local infrastructure – as part of the wider regeneration project.

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

APPENDIX HR1 – 21/5061/FUL

CONDITION(S) and INFORMATIVES

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

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

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

| | |
|--------------------------|---|
| HH-GH-XX-00-DRG-LA-05 | PRINCE OF WALES ESTATE RED LINE BOUNDARY |
| HHPW-GLH-00-XX-DR-L-1000 | EXTERNAL WORKS GENERAL ARRANGEMENT 1 OF 2 |
| HHPW-GLH-00-XX-DR-L-1001 | EXTERNAL WORKS GENERAL ARRANGEMENT 2 OF 2 |
| HHPW-GLH-00-XX-DR-L-1002 | EXTERNAL WORKS SOFT LANDSCAPE PROPOSALS 1 OF 2 |
| HHPW-GLH-00-XX-DR-L-1003 | EXTERNAL WORKS SOFT LANDSCAPE PROPOSALS 2 OF 2 |
| HHPW-GLH-00-XX-DR-L-1004 | EXTERNAL WORKS TREE FELLING & RETENTION |
| HHPW-GLH-00-XX-DR-L-1005 | EXTERNAL WORKS EXISTING CAR PARKING PROVISION |
| HHPW-GLH-00-XX-DR-L-1006 | EXTERNAL WORKS SITE WIDE CONTEXT GENERAL ARRANGEMENT PLAN |

- Design and Access Statement
- Drainage Strategy (SuDs) and Foul Water Assessment
- External Lighting Statement
- Utility Infrastructure Report
- Energy Statement
- Lighting Statement
- Arboricultural Impact Assessment Report
- Air Quality Assessment
- Geo-Environmental Desk Study
- Desk Based Archaeology Assessment
- Preliminary Ecological Appraisal Report
- Transport Assessment

Reason: For the avoidance of doubt and in the interests of proper planning and so as to ensure that the development is carried out fully in accordance with the plans as assessed in accordance with Policies CS NPPF and CS1 of the Local Plan Core Strategy DPD (adopted September 2012) and Policy DM01 of the Local Plan Development Management Policies DPD (adopted September 2012).

3. a) No development shall take place until details of the levels of the car parking areas, open spaces, and footpath(s) in relation to the adjoining land and highway(s) and any other

changes proposed in the levels of the site have been submitted to and approved in writing by the Local Planning Authority.

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

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

4. a) A scheme of hard and soft landscaping, including details of existing trees to be retained and size, species, planting heights, densities and positions of any soft landscaping, including details of all perimeter fencing, details of the tree planting pits within hard and soft landscaped areas that provide high quality rooting space, shall be submitted to and agreed in writing by the Local Planning Authority prior to the occupation of the hereby approved development.

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

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

d) Any retained trees that is damaged or dies as a result of the development activities shall be valued using the CAVAT system and compensation paid to the local authority in accordance with the Council's adopted Tree Strategy 2017.

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

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

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

Reason: To safeguard the health of existing tree(s) which represent an important amenity feature in accordance with CS5 and CS7 of the Local Plan Core Strategy (adopted

September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012) and The London Plan 2021.

6. a) No site works (including any temporary enabling works, site clearance and demolition) or development shall take place until details of temporary tree protection have been submitted to and approved in writing by the Local Planning Authority.

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

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

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

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

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

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

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

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

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

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

- i. details of the routing of construction vehicles to the site, hours of access, access and egress arrangements within the site and security procedures;
- ii. site preparation and construction stages of the development;
- iii. details of provisions for recycling of materials, the provision on site of a storage/delivery area for all plant, site huts, site facilities and materials;
- iv. details showing how all vehicles associated with the construction works are properly washed and cleaned to prevent the passage to mud and dirt onto the adjoining highway;
- v. the methods to be used and the measures to be undertaken to control the emission of dust, noise and vibration arising from construction works;
- vi. Dust Management Plan – to ensure suitable and efficient means of suppressing dust, including the adequate containment of stored or accumulated material so as to prevent it becoming airborne at any time and giving rise to nuisance;
- vii. noise mitigation measures for all plant and processors;
- viii. details of contractors compound and car parking arrangements;
- ix. details of interim car parking management arrangements for the duration of construction;
- x. details of a community liaison contact for the duration of all works associated with the development.

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

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

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

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

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

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

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

a) No development other than demolition works shall commence on site in connection with the development hereby approved until a report has been carried out by a competent acoustic consultant that assesses the likely noise impacts from the development of all of the

external and louvred building plant and substation plant and mitigation measures for the development to reduce these noise impacts to acceptable levels, and has been submitted to and approved in writing by the Local Planning Authority.

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

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

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

11. Part 1 - Before development commences other than for investigative work:

b) If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. This shall be submitted to, and approved in writing by, the Local Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable:

- a risk assessment to be undertaken,
- refinement of the Conceptual Model, and
- the development of a Method Statement detailing the remediation requirements.

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

c) If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.

Part 2

d) Where remediation of contamination on the site is required completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.

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

12. Before development commences, an air quality neutral assessment report shall be written in accordance with the relevant current guidance. This report shall be submitted to and approved by the Local Planning Authority.

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

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

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

Reason: To ensure that the amenities of occupiers are protected from the poor air quality in the vicinity in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and Policy GG3 and SI1 of the London Plan 2021.

13. No demolition or development shall take place until a written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, which shall include the statement of significance and research objectives, and

A. The programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works

B. Where appropriate, details of a programme for delivering related positive public benefits

C. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI

Reason: This pre-commencement condition is necessary to safeguard the archaeological interest on this site. Approval of the WSI before works begin on site provides clarity on what investigations are required, and their timing in relation to the development programme. If the applicant does not agree to this pre-commencement condition, please let us know their reasons and any alternatives suggested. Without this pre-commencement condition being imposed the application should be refused as it would not comply with NPPF paragraph 205.

14.

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

- i. Location and layout of car parking spaces;
- ii. On site parking controls;
- iii. The enforcement of unauthorised parking; and
- iv. Disabled parking spaces.

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

15. Prior to completion of works cycle parking spaces and cycle storage facilities shall be provided in accordance with London Plan Standards (for all Use Classes) and a scheme to be submitted to and approved in writing by the Local Planning Authority.

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

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

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

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

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

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

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

18. Prior to commencement of the development the vehicle / pedestrian and vehicle / vehicle visibility splays should be shown on plan to demonstrate that there would be no obstructions to visibility requirements (based on 85th percentile speeds) and that the required safety requirements are met.

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

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

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

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

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

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

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

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

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

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

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

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

24. Notwithstanding the details shown on the plans submitted and otherwise hereby approved, the development shall not be occupied until details are submitted to the Local Planning Authority and approved in writing which specify the details of all boundary treatments to be installed as part of the development, including bin storage materials, street furniture, fencing, paving details and all other materials and furniture and fittings.

These details shall include materials, type and siting of all boundary treatments. The development shall be implemented in full accordance with the approved details and specifications and shall be permanently retained as such thereafter.

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

25. Notwithstanding the details hereby approved, prior to commencement of the development, details and location of bat and bird boxes shall be submitted for approval in writing by the council.

Prior to occupation the bat and bird boxes hereby approved will be installed and all reasonable measures taken to minimise disturbance to these boxes for the lifetime of the development.

Reason: In the interests of protecting and enhancing biodiversity in accordance with policies CS7 and DM16.

INFORMATIVES

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

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

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

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

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

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

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

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

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

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

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

- 1) The Environment Agency CLR & SR Guidance documents (including CLR11 'Model Procedures for the Management of Land Contamination');
- 2) National Planning Policy Framework (2012) / National Planning Practice Guidance (2014);
- 3) BS10175:2011 - Investigation of potentially contaminated sites - Code of Practice;

- 4) Guidance for the safe development of housing on land affected by contamination, (2008) by NHBC, the EA and CIEH;
- 5) CIRIA report C665 - Assessing risks posed by hazardous ground gases to buildings;
- 6) CIRIA report C733 - Asbestos in soil and made ground: a guide to understanding and managing risks.

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

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

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

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

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

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

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

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

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

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

11. A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act

1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk. Application forms should be completed online via www.thameswater.co.uk.

Please refer to the Wholesale; Business customers; Groundwater discharges section.

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

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

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

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

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

14. The Air Quality Stage 4 Review and Assessment for the London Borough of Barnet has highlighted that this area currently experiences or is likely to experience exceedances of Government set health-based air quality standards. A list of possible options for mitigating poor air quality is as follows: 1) Use of passive or active air conditioning; 2) Use of acoustic ventilators; 3) Altering lay out so habitable rooms are sited away from source of poor air quality; 4) Non residential usage of lower floors; 5) Altering footprint by siting further away from source of poor air quality.

For developments that require an Air Quality report; the report should have regard to the air quality predictions and monitoring results from the Stage Four of the Authority's Review and Assessment available from the LPA web site and the London Air Quality Network. The report should be written in accordance with the following guidance: 1) Environmental Protection UK Guidance: Development Control: Planning for Air Quality (2010); 2) Environment Act 1995 Air Quality Regulations; 3) Local Air Quality Management Technical Guidance LAQM.TG(09); 4) London Councils Air Quality and Planning Guidance (2007).

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

SITE LOCATION PLAN – Reference: 21/5061/FUL

