

LOCATION: North London Business Park, Oakleigh Road South, London, N11 1GN.

REFERENCE: 21/4433/OUT **Received:** 10 August 2021
Accepted: 10 August 2021

WARD: Brunswick Park **Expiry:** 9 November 2021

APPLICANT: Comer Homes Group

PROPOSAL: Hybrid planning application for the phased comprehensive redevelopment of the North London Business Park to deliver a residential-led mixed use development. The detailed element comprises up to 461 residential units in five blocks reaching 9 storeys, the provision of a 5 form entry secondary school, a gymnasium, a multi-use sports pitch and associated changing facilities and improvements to open space and transport infrastructure, including improvements to the access from Brunswick Park Road and; the outline element comprises up to 1,967 additional residential units in buildings ranging from three to twelve storeys, up to 7,148 sqm of non-residential floor space (use Class E and F) and public open space. Associated site preparation/enabling work, transport infrastructure and junction work, landscaping and car parking.

RECOMMENDATION

Recommendation 1

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

Recommendation 2

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

- (a) Legal Professional Costs Recovery
Paying the Council's legal and professional costs of preparing the Agreement and any other enabling arrangements.
- (b) Enforceability

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

- (c) Affordable housing
21% affordable housing by units across the whole development (2428) units in total) on the basis of the following tenure split.

Affordable Rent (246 Units)

20 x 1 bed
136 x 2 bed
90 x 3 bed

Shared Ownership (266 Units)

92 x 2 bed
174 x 2 bed

- (d) Affordable Housing – Review Mechanism Early, Mid and Late
Viability Review mechanisms to be agreed in liaison with the GLA
- (e) School plot land transfer to the EFA on a levelled, decontaminated and serviced plot.
- (f) Community Use Agreement School
- (g) Details of Delivery of SME Business Space including new Start up Units including tenancy details and rental costs..
- (h) Details of new Community and Health Care Space
- (1) *Comer to deliver a long leasehold interest (not less than 99 years) of a shell of the new Centre to CWC (or alternative provider to be agreed in writing with the Local Planning Authority) in a position and configuration agreed by the Council within Block 3A;*
 - (2) *The shell to be available for community provision and uses within Class E;*
 - (3) *The Lease to reserve a peppercorn rent and a service charge that is directly related to the Centre's uses and not the overall upkeep of the new development;*
 - (4) *The long leasehold to include the use of appropriate car parking and an ambulance bay in locations agreed by the Council.*
- (i) Provision of Minibus Services in perpetuity, details of number of vehicles, frequency of movement and mechanism of funding to be specified.
- (j) Bus Services Contribution of up to £1,525,000
- (k) Betstyle Circus Feasibility Study
- (l) Off Site Highway Works and Transport Measures

Funding for measures identified in the ATZ within a 1 mile radius, including accident mitigation

Funding for local junction improvements including the main access (Brunswick Park Road) upgrade and signalisation.

Funding to improve Cycling /walking experience as identified in the TAA, including a new link to Ashbourne Avenue & associated works.

Provision of signage to direct pedestrians and cyclists to key locations on and off-site.

Funding to upgrade and widen the footways on Brunswick Park Road (to the south and north bound bus stops) to provide 3m wide footways to each of the respective bus stops.

Contribution towards a review of the signalised junctions (J1, J3 and J8) will be undertaken with the TfL signals team to determine if any appropriate and proportionate mitigation can be delivered at these locations. Contribution towards implementation of the findings.

CPZ Monitoring contribution & provision for permit restriction in any future schemes

(m) Travel Plan measures and monitoring:

Including Provision of Travel Plans covering the following:

Travel Plan – School

Travel Plan - Residential

Travel Plan – Non Residential

Travel Plan - Nursery

An appropriate Travel Plan Monitoring Fee would also need to be paid.

(n) Section 278 Works

Necessary works to the public highway under section 278 of the Highways Act to facilitate the implementation of the development

(o) Carbon Offset Payment (Currently £4,196,877)

(p) Local Employment Agreement

Shall include Forecasting of job opportunities; Notification of job vacancies; Local labour target; Jobs brokerage and skills training; Apprenticeships and work experience; Use of local suppliers and delivery of specific LEA targets in regards to providing identified number of apprenticeships or alternative cash sum.

(q) Public Open Space

Provision of Public Open Space which shall remain open and accessible to the general public.

(r) Reptile Receptor Site Protection, Management and Monitoring

Appropriate identification of any off site location to be agreed with the LPA. Either works to be carried out to satisfaction of LPA or a financial contribution to be made to the LPA to enable the translocation, management and monitoring.

(s) Section 106 Monitoring contribution

(t) All financial contributions listed above to be subject to indexation.

Recommendation 3

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

Conditions

- 1 The development of Phase 0 and Phase 1 hereby permitted shall be carried out in accordance with the following approved plans:

School plans (Phase 0):

FS0200-ALA-XX-XX-DR-L-0001 P06
FS0200-STL-01-01-DR-A-0200 P05
FS0200-STL-01-01-DR-A-0201 P05
FS0200-STL-01-02-DR-A-0202 P05
FS0200-STL-01-B1-DR-A-0204 P05
FS0200-STL-01-EL-DR-A-0300 P05
FS0200-STL-01-EL-DR-A-0301 P05
FS0200-STL-01-EL-DR-A-0302 P05
FS0200-STL-01-R1-DR-A-0203 P05
FS0200-STL-01-SX-DR-A-0400 P05
FS0200-STL-01-SX-DR-A-0401 P05
FS0200-STL-01-SX-DR-A-0402 P05
FS0200-STL-02-00-DR-A-0205 P05
FS0200-STL-02-EL-DR-A-0303 P05
FS0200-STL-02-EL-DR-A-0304 P05
FS0200-STL-02-R1-DR-A-0206 P05
FS0200-STL-02-SX-DR-A-0403 P05
FS0200-STL-XX-EL-DR-A-0310 P02
FS0200-STL-ZZ-XX-DR-A-0900 P05
FS0200-STL-ZZ-XX-VS-A-0050 P05
FS0200-STL-ZZ-XX-VS-A-0051 P05
FS0200-STL-ZZ-XX-VS-A-0052 P05
FS0200-STL-ZZ-XX-VS-A-0053 P05
FS0200-STL-ZZ-XX-VS-A-0054 P05
FS0200-STL-ZZ-XX-VS-A-0055 P05

FS0200-STL-ZZ-XX-VS-A-0056 P05
FS0200-STL-ZZ-XX-VS-A-0057 P05
FS0200-STL-ZZ-XX-VS-A-0060 P05
FS0200-STL-ZZ-XX-VS-A-0061 P05
FS0200-STL-ZZ-XX-VS-A-0062 P05
FS0200-STL-ZZ-XX-VS-A-0063 P05
FS0200-STL-ZZ-XX-VS-A-0064 P05
FS0200-STL-ZZ-XX-VS-A-0065 P05
FS0200-STL-ZZ-XX-VS-A-0066 P05
FS0200-STL-ZZ-XX-VS-A-0067 P05
FS0200-STL-ZZ-XX-VS-A-0068 P05
FS0200-STL-ZZ-XX-VS-A-0069 P05

Block 1B:

211_1B_01_01
211_1B_02_00
211_1B_02_01
211_1B_04_01
211_1B_04_02
211_1B_05_01

Block 1C:

211_1C_01_01
211_1C_02_00 Rev C
211_1C_02_01 Rev C
211_1C_02_02 Rev C
211_1C_02_03 Rev C
211_1C_02_04 Rev C
211_1C_02_05 Rev C
211_1C_02_06 Rev C
211_1C_02_07 Rev C
211_1C_02_08 Rev C
211_1C_02_09 Rev C
211_1C_02_10
211_1C_05_01
211_1C_04_01 Rev C
211_1C_04_02 Rev B

211_C_09_01
211_C_09_02
211_C_09_03
211_C_09_04
211_C_09_05
211_C_09_06
211_C_09_07
211_C_09_08
211_C_09_09
211_C_09_10
211_C_09_11
211_C_09_12

211_C_09_13
211_C_09_14
211_C_09_15
211_C_09_16
211_C_09_17

Block 1D:

211_1D_01_01
211_1D_02_00 Rev A
211_1D_02_01 Rev C
211_1D_02_02 Rev C
211_1D_02_03 Rev C
211_1D_02_04 Rev C
211_1D_02_05 Rev C
211_1D_02_06 Rev C
211_1D_02_07 Rev C
211_1D_02_08 Rev C
211_1D_02_09 Rev C
211_1D_02_19
211_1D_04_01 Rev C
211_1D_04_02 Rev B
211_1D_05_01

211_D_09_01
211_D_09_02
211_D_09_03
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211_D_09_05
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211_D_09_21
211_D_09_22
211_D_09_23
211_D_09_24
211_D_09_25
211_D_09_26
211_D_09_27

Block 1C and 1D (basement floor plan):
211_02_001

Block 1E:

211_1E_02_01 Rev A
211_1E_02_02 Rev A
211_1E_02_03 Rev A
211_1E_02_04 Rev A
211_1E_02_05 Rev A
211_1E_02_06 Rev A
211_1E_02_07 Rev A
211_1E_02_08 Rev A
211_1E_04_01 Rev A
211_1E_04_02 Rev A
211_1E_05_01 Rev A

211_E_09_01 Rev A
211_E_09_02
211_E_09_03 Rev A
211_E_09_04 Rev A
211_E_09_05
211_E_09_06
211_E_09_07
211_E_09_08 Rev A
211_E_09_09 Rev A
211_E_09_10 Rev A
211_E_09_11 Rev A

Block 1F:

211_1F_01_01
211_1F_02_00
211_1F_02_01 Rev B
211_1F_02_02 Rev B
211_1F_02_03 Rev B
211_1F_02_04 Rev B
211_1F_02_05 Rev B
211_1F_02_06
211_1F_02_07
211_1F_02_08
211_1F_04_01
211_1F_04_02 Rev B
211_1F_05_01

211_F_09_01
211_F_09_02
211_F_09_03
211_F_09_04
211_F_09_05
211_F_09_06

211_F_09_07

Landscaping drawings (detailed phase):

HED-1140-RBP-P1-1001
HED-1140-RBP-P1-1002
HED-1140-RBP-P1-1003
HED-1140-RBP-P1-1004
HED-1140-RBP-P1-1005
HED-1140-RBP-P1-1006
HED-1140-RBP-P1-1007
HED-1140-RBP-P1-1013
HED-1140-RBP-P1-1014
HED-1140-RBP-P1-1016
HED-1140-RBP-P1-1017
HED-1140-RBP-P1-1018
HED-1140-RBP-P1-1019
HED-1140-RBP-P1-1020
HED-1140-RBP-P1-1021
HED-1140-RBP-P1-1022
HED-1140-RBP-P1-1023
HED-1140-RBP-P1-1024
HED-1140-RBP-P1-1025
HED-1140-RBP-P1-1026
HED-1140-RBP-P1-1027
HED-1140-RBP-P1-1028
HED-1140-RBP-P1-1029
HED-1140-RBP-P1-1030
HED-1140-RBP-P1-1031
HED-1140-RBP-P1-1032
HED-1140-RBP-P1-1033
HED-1140-RBP-P1-1034
HED-1140-RBP-P1-1035
HED-1140-RBP-P1-1036
HED-1140-RBP-P1-1037
HED-1140-RBP-P1-1038
HED-1140-RBP-P1-1039
HED-1140-RBP-P1-1040
HED-1140-RBP-P1-1041
HED-1140-RBP-P1-1042
HED-1140-RBP-P1-1043
HED-1140-RBP-P1-1044

Highways drawings (attached-were sent to Costi):

ST-3013-717-Brunswick Park Road Signalised Access Option with Right Turn Lane and ASL
ST-3013-700-Means of Access Rev 5
ST-3013-804-Swept Path Analysis-Fire Tender Site Access
ST-3013-805-Swept Path Analysis-Refuse Vehicle 9.6 Brunswick Park Rd

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

- 2 Either Phase 0, or Phase 1, hereby permitted shall begin no later than 3 years from the date of the original permission (24 February 2020).

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

- 3 In respect of each of Phase 0 and Phase 1, no development in the relevant Phase, other than Ground Works and Site Preparation Works (site clearance, site hoarding, decontamination and demolition) shall commence until a Construction Environmental Management Plan in respect of the relevant Phase, setting out the construction and environmental management measures associated with the development of that phase (either 0 or 1), has been submitted to and approved in writing by the Local Planning Authority. The details shall be in accordance with the ES and shall include:

Construction site and works

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

Construction management and procedures

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

Demolition and waste management

- xix. Demolition audit;

- xx. Site clearance and waste management plan;
- xxi. Asbestos survey and disposal strategy;

Construction traffic

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

Environmental Management

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

Phase 0 and Phase 1 shall thereafter be implemented in accordance with the Construction Environmental Management Plan relevant to each individual phase as approved by the LPA.

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

- 4 A contamination remediation scheme shall be submitted to and approved in writing by the Local Planning Authority before development is commenced. The scheme shall be in accordance with the approach to remediation set out in the Environmental Statement.

The parts of the remediation scheme requiring works on the land within Phase 0 shall be implemented as approved prior to the occupation of Phase 0. The parts of the remediation scheme requiring works on the land within Phase 1 shall be implemented as approved prior to the occupation of Phase 1.

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) and the Sustainable Design and Construction SPD.

- 5 In accordance with the ES, and unless otherwise agreed with the Local Planning Authority, no construction works shall occur outside of the following times:

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

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

- 6 Vegetation clearance should take place outside the bird breeding season (October to February). In accordance with the ES, any clearance of vegetation with the potential to support nesting birds during this period may only occur following a check by a qualified ecologist. If any active nests are found, works must cease, the area left in situ and an appropriate buffer zone established until such time as a qualified ecologist confirms that the nest is no longer in active use.

The clearance of vegetation within the gardens of properties that adjoin Rohan Drive must be undertaken according to a precautionary working method, with progressive clearance undertaken under the supervision of a qualified ecologist during the period that reptiles are active (April to September).

Reason: To avoid the potential for an offence under the Wildlife and Countryside Act 1981, as amended.

- 7 In respect of each of Phase 0 and Phase 1, no development of the relevant Phase (with the exception of Ground Works, Site Preparation Works and demolition) shall commence until a scheme of Advanced Infrastructure Works for that phase is submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

- i. Underground drainage details;
- ii. Below ground energy infrastructure;
- iii. Below ground services and utilities;
- iv. Ground Works, earthworks, contouring and levels;
- v. A statement of compliance with the site wide strategies (including the DAS Volume I and Addendum sections 6.19, 7.1 - 7.16, 8.1 - 8.3 and approved Primary Control Documents).

Development of Phase 0 and Phase 1 shall be carried out in accordance with the approved scheme for that relevant phase.

Reason: To ensure appropriate arrangements are made for servicing, utilities and infrastructure and to avoid potential conflicts between any impacts upon the development as proposed and its servicing, utilities and infrastructure, in the interests of a sustainable development in accordance with the NPPF.

- 8 The development shall be carried out in accordance with the landscaping works as specified in discharge of condition application 21/0155/CON approved on the 17/09/2021.

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 policies G4, G5 & G7 of the London Plan 2021.

- 9 Prior to the occupation of each building within Phase 0 and Phase 1, a scheme of bird and bat boxes for that building shall be submitted to and approved in writing by the Local Planning Authority. The bird and bat boxes approved shall be installed and maintained over the lifetime of the development.

Reason: To ensure a satisfactory appearance to the development and protect the amenities of the area and future and neighbouring occupiers in accordance with Policies DM01 and DM02 of the Barnet Local Plan and policy G6 of the London Plan.

- 10 Phase 0 and Phase 1 shall be undertaken in accordance with the drainage strategy outlined in the Environmental Statement. No foul or surface water from each of Phase 0 and Phase 1 shall be discharged into the public system until the drainage works set out in the strategy in respect of that Phase have been completed.

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

- 11 If within a period of five years from the date of planting of any tree within Phase 0 or Phase 1, that tree, or any tree planted in replacement for it, is removed, uprooted, destroyed or dies, another tree of the same species and size as that originally planted shall be planted at the same place in the next available planting season.

Reason: To ensure a satisfactory appearance to the development and protect the amenities of the area and future and neighbouring occupiers in accordance with Policies DM01 and DM02 of the Barnet Local Plan and Policy G7 of the London Plan 2015.

- 12 A Car Parking Management Strategy for Phase 1 shall be submitted to and approved in writing by the Local Planning Authority prior to first occupation of

Phase 1. This should also include details of proposed electric charging and disabled parking provision. The strategy shall be in accordance with that set out in the Transport Assessment and Addendum. The Strategy shall thereafter be implemented as approved.

Reason: to ensure the development meets the needs of its future occupiers and to comply with the requirements of policy T6 of the London Plan and also, to ensure that the development does not over-provide car parking spaces and to encourage sustainable travel in accordance with Barnet Local Plan Policy CS9 of Core Strategy (adopted) and Policy DM17 of Development Management Policies (adopted).

- 13 10% of residential units in Phase 1 shall be designed to be fully wheelchair accessible or easily adaptable for residents who are wheelchair users.

Reason: to ensure the development meets the needs of its future occupiers and to comply with the requirements of policy D7 of the London Plan and to ensure that parking is provided and managed in line with the Council's standards in the interest of highway and pedestrian safety in accordance with Barnet's Local Plan Policy CS9 of the Core Strategy and DM17 of Development Management Policies Document.

- 14 Prior to the construction of each building within Phase 0 or Phase 1 the following details for that building shall be submitted to and approved in writing by the Local Planning Authority:

- i. Full details (including samples, where appropriate) of the materials and finishes to be used on all external surfaces;
- ii. Doors, entrances, windows (including glazing specifications) and balconies (including drawings and sections showing thresholds to adjacent internal spaces and drawings and sections of privacy screens);
- iii. Details of the design and access controls for the car park gate(s);
- iv. Building lighting;
- v. Podium details (including hard and soft landscaping, planting species, furniture and play provision);
- vi. Details of bio-diverse roofs;
- vii. Details of any building security measures including CCTV;

Development shall be carried out in accordance with the approved details and the scheme shall thereafter be maintained in secure and good working order for the lifetime of the development.

Reason: To safeguard the character and visual amenities of the site and wider area and to ensure that the building is constructed in accordance with Policies CS5 and DM01 of the Barnet Local Plan.

- 15 Notwithstanding the details submitted with the application, prior to the construction of each building within Phase 0 or Phase 1, the following details shall be submitted to and approved in writing by the Local Planning Authority for that building:

- i. Enclosures, screened facilities and / or internal areas of the proposed buildings to be used for the storage of recycling containers, wheeled refuse bins and any other refuse storage containers where applicable;
- ii. Satisfactory points of collection; and,
- iii. Details of the refuse and recycling collection arrangements.

The refuse and recycling facilities shall be provided fully in accordance with the approved details before the relevant block is occupied and the development shall be managed in accordance with the approved details.

Reason: To ensure a satisfactory refuse and recycling facilities are provided at the development in accordance with Policies CS5, CS9, CS14, DM01, DM04 and DM17 of the Local Plan.

- 16 Prior to the construction of each building within Phase 0 or Phase 1, details of all extraction and ventilation equipment to be installed for that building shall be submitted to and approved in writing by the Local Planning Authority. The details shall be accompanied by a report carried out by a qualified acoustic consultant that assesses the likely noise impacts from the development of the ventilation and extraction plant, and proposed mitigation measures for the development if necessary. In respect of each of Phase 0 and Phase 1, the development shall be carried out in accordance with approved details before first occupation of each relevant phase and retained as such thereafter.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of neighbouring properties in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and Policy D14 of the London Plan.

- 17 The level of noise emitted from any plant within Phase 0 or Phase 1, including ventilation equipment hereby approved shall be at least 5dB(A) below the background noise level, as measured from any point 1 metre outside the window of any room of a neighbouring residential property. If the noise emitted has a distinguishable, discrete continuous note (whine, hiss, screech, hum) and/or distinct impulse (bangs, clicks, clatters, thumps), then it shall be at least 10dB(A) below the background noise level, as measured from any point 1 metre outside the window of any room of a neighbouring residential property.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of neighbouring properties in accordance with Policies D14 of the Development Management Policies DPD and D14 of the London Plan.

- 18 Prior to the occupation of each of Phase 0 and Phase 1, details of the energy supply network for that specific phase shall be submitted to and approved in writing by the Local Planning Authority. Details shall be in accordance with the Energy Statement and Addendum and shall include:

- i. Details of connections available for each building;
- ii. Proposals for the staged installation of plant within the energy centre and any temporary energy provision required
- iii. Details of safeguarded connections to an area wide heat network if found to be feasible following further engagement with the local planning authority and GLA.
- iv. Details of any potential future connections available to nearby buildings;
- v. A statement of compliance with the site wide Energy Statement and Addendum.

The relevant phase shall thereafter be implemented in accordance with the approved strategy".

Reason: to ensure that the development is sustainable and complies with the requirements of London Plan Policies SI 2 and SI3.

- 19 CHP and / or biomass boilers must not exceed the Band B Emission Standards for Solid Biomass Boilers and CHP Plant as listed in Appendix 7 of the London's Plan Sustainable Design and Construction SPG document.

Reason: To comply with the London Plan's SPG on Sustainable Design and Construction and Policy SI 1 of the London Plan in relation to air quality.

- 20 Prior to the construction of any building in Phase 1, a rainwater and grey water feasibility study, investigating the potential for incorporating rainwater or grey water recycling into buildings across Phase 1, shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the development is sustainable and complies with the requirements of London Plan Policy SI 5.

- 21 Prior to occupation of each of Phase 0 and Phase 1, an External Lighting Assessment of lighting proposed within that specific phase shall be submitted to and approved in writing by the Local Planning Authority. The external lighting assessment submitted shall detail the existing average night time luminance and light spread levels at night, identify the levels of light pollution received at the windows to residential properties within the development and, where appropriate, identify the measures to be used to mitigate any impacts to species including bats. Any light pollution mitigation identified in the lighting assessment in respect of the relevant Phase shall be implemented in full prior to occupation of that Phase.

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

- 22 In respect of each of Phase 0 and Phase 1, no building within the relevant shall be occupied until a Delivery and Servicing Management Plan in respect of each building in that respective phase has been submitted to and approved in writing

by the Local Planning Authority. The Plan shall be in accordance with the strategy set out in the Transport Assessment and Addendum and each building shall be carried out in accordance with the approved Plan.

Reason: in the interest of highway safety in accordance with Barnet's Local Plan Policy CS9 and DM17 of the Development Management Policies Document.

- 23 No residential unit within Phase 1 shall be occupied until the access roads and highways works (on and off-site) as identified in the Highways Drawings hereby approved through Condition 1 are made available for use.

Reason: To ensure there is adequate access available for all residential units in accordance with the NPPF, London Plan and Core Strategy.

- 24 No residential unit within Phase 1 shall be occupied until the private and/or communal amenity space provision (excluding public open space) associated with the block within which the unit is located is available for use in accordance with the approved plans.

Reason: To ensure there is adequate amenity space available for all residential units in accordance with the NPPF, London Plan and Core Strategy.

- 25 Prior to occupation of each residential block within Phase 1 a scheme for the provision of communal/centralised satellite and television reception equipment for that block shall be submitted to and approved in writing by the Local Planning Authority. The equipment shall be installed prior to first occupation of that block and shall thereafter be retained and made available for use by all occupiers of that block.

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

- 26 Notwithstanding the provisions of any development order made under Section 59 of the Town and Country Planning Act 1990 (or any Order revoking and reenacting that Order) the following operations shall not be undertaken without planning permission being granted by the Local Planning Authority: The installation of any structures or apparatus for purposes relating to telecommunications or any part of the development hereby approved, including any structures or development otherwise permitted under Part 24 and Part 25 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (as amended) or any equivalent Order revoking and re-enacting that order.

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

- 27 In respect of each of Phase 0 and Phase 1 no piling within the relevant Phase shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling shall be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) for the relevant phase has been submitted to and approved in writing by the local planning authority. Any piling must be undertaken in accordance with the terms of the approved piling method statement for that relevant phase.

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

- 28 In accordance with the plans approved under application 21/0155/CON, the approved scheme of biodiversity measures shall be implemented in full accordance with the approved details before Phase 1 is first occupied.

Reason: to ensure that the development represents high quality design and meets the objectives of development plan policy as it relates to biodiversity in accordance with Policies DM01 and DM16 of the Local Plan and Policy G6 of the London Plan.

- 29 In accordance with the plans approved under application 21/0155/CON, the approved scheme method statement including temporary tree protection measures shall be implemented and Phase 0 and Phase 1 shall be carried out in full accordance with the approved details.

Reason: To safeguard the health of existing trees which represent an amenity feature in accordance with Policy DM01 of the Local Plan and Policy G7 of the London Plan.

- 30 Cycle parking for Phase 0 and Phase 1 shall be provided in accordance with the approved plans and in respect of each Phase, shall be available for use prior to occupation of that phase, and shall be maintained thereafter.

Reason: In the interests of promoting cycling as a mode of transport in accordance with Barnet's Local Plan Policies CS9 and DM17.

- 31 Before Blocks 1E and 1F hereby permitted are first occupied windows in the eastern wing elevations of these blocks facing properties in Howard Close and Brunswick Park Gardens shall be non-openable below 1.7m and glazed with obscure glass only, and shall be permanently retained as such thereafter.

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

- 32 Other than infrastructure works in relation to Phase 0 and Phase 1, no development within either Phase 0 or Phase 1 shall take place until a programme of archaeological recording of the existing air raid shelters and any

finds of industrial heritage, in accordance with a written scheme of investigation to be submitted to and agreed in writing by the Local Planning Authority, has been carried out.

Reason: The planning authority wishes to secure the recording of these structures in accordance with the provisions of the NPPF and London Plan Policy HC1 and Barnet Policies CS5 and DM06.

- 33 The development of the outline elements of the proposal hereby permitted shall be carried out in accordance with the following approved plans:

Parameter Plans:

211_WS_02_00 (Existing Site Plan – Red Line Boundary Plan)
211_WS_02_01 Rev B (Proposed Development Zone Plan)
211_WS_02_02 (Access and Circulation Plan)
211_WS_02_03 (Landscape Treatment Plan)
211_WS_02_04 (Ground Floor Frontage Plan)
211_WS_02_05 Rev A (Development Zones and Maximum Heights)
211_2S_02_06 Rev A (Site Plan)
211_WS_02_07 (Development Zones & Horizontal Lines of Deviation)
211_WS_02_08 (Proposed Site Levels and Vertical Limits of Deviation)
211_WS_02_09 (Proposed Site Basement Levels & Limits of Deviation)

Sections:

211_WS_05_01 (Contextual Section AA and BB)
211_WS_05_02 (Contextual Section CC)
211_WS_05_03 (Parameter Sections 1-4)
211_WS_05_04 (Existing Section 1-4)

Landscape drawings:

HED-1140-RBP-LA-1001
HED-1140-RBP-LA-1002
HED-1140-RBP-LA-1003
HED-1140-RBP-LA-1004
HED-1140-RBP-LA-1005
HED-1140-RBP-LA-1006
HED-1140-RBP-LA-1007
HED-1140-RBP-LA-1008
HED-1140-RBP-LA-1009
HED-1140-RBP-LA-1010
HED-1140-RBP-LA-1011

Supporting documents:

Design Principles Document (August 2021)

Approved documents:

Design and Access Statement including Landscape Assessment and Inclusive Design Statement (B&K) August 2021
Flood Risk and Drainage Assessment Revision 2 (Stomor), July 2021

Response to LLFA Comments Reference: ST-3013/211209-LLFA Response (Stomor), November 2021
Statement of Community Involvement (BECG), June 2021
Design Principles Document (August 2021)
Townscape and Visual Impact Assessment – ES Appendix 12.1 (Peter Stewart Consultancy), August 2021
Daylight and Sunlight Report (eb7), August 2021
Internal Daylight Report (eb7), August 2021
Internal Daylight Addendum (eb7), July 2022
BS5837 Tree Survey and Arboricultural Impact Assessment (Greengage), August 2021
Energy and Sustainability Assessment
Environmental Statement Volume 1 -Main Text and Figures (Greengage), September 2021
Environmental Statement Volume 2 – Appendices (Greengage), September 2021
Environmental Statement Volume 3 - Non-Technical Summary (Greengage), September 2021
EIA Compliance Statement, Ref. 551510JB03AUG22L1 (Greengage), August 2022
Planning Fire Safety Statement (Fire Risk Solutions), August 2021
Overheating Assessment 2548-MKP-SW-ZZ-RP-1002-P2 (MKP), August 2021
Phase 2 Geoenvironmental and Geotechnical Assessment 1921321-R01(00) (RSK), April 2021
Transport Assessment including Travel Plan, Delivery and Servicing Plan, ST3013/TA-2 108 Rev 0 (Stomor), August 2021
Utilities Report 2548-MKP-SW-ZZ-RP-M-1003 Rev P1 (MKP), August 2021
Planning Statement (Daniel Watney), August 2021
Pedestrian Level Wind Microclimate Assessment RWDI #2102824 – REV B, October 2021

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 DM01 of the adopted Barnet Development Management Policies DPD (2012) and NPPF and CS1 of the adopted Barnet Core Strategy DPD (2012).

- 34 Applications for the approval of reserved matters (being scale, layout, appearance and landscaping) for Phases 2, 3, 4 and 5 shall be made to the Local Planning Authority before the following:
- i. Applications for Reserved Matters for Phase 2 shall be made within 3 years from the date of this permission;
 - ii. Applications for Reserved Matters for Phase 3 shall be made within 4 years from the date of this permission;
 - iii. Applications for Reserved Matters for Phase 4 shall be made within 5 years from the date of this permission;
 - iv. Applications for Reserved Matters for Phase 5 shall be made within 7 years from the date of this permission.

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

- 35 The development hereby permitted in the later phases shall begin no later than 2 years from the final approval of the last Reserved Matters application in relation to each phase made pursuant to Condition 34.

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

- 36 As part of Reserved Matters applications, details of the energy supply for each building in Development Phases 2 - 5 shall be submitted to and approved in writing by the Local Planning Authority. Details shall accord with the Energy Statement and Addendum and shall include

- i. Details of the energy supply for each building connection, including a statement of compliance with the Energy Statement and Addendum;
- ii. Details of any temporary energy provision required;
- iii. A statement of compliance with the site wide Energy Statement and Addendum.

Reason: To ensure that the development is sustainable and complies with the requirements of London Plan Policy S12.

- 37 The development shall be carried out in accordance with the approved phasing plans which show development phases 0A to 5, or in accordance with such alternative phasing details as submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the development is carried out in appropriate phases and to allow the phasing plan to be amended to reflect changes to the phasing of the development that were not foreseen at the date when the phasing plan was approved.

38. No development shall be occupied until confirmation has been provided that either:- 1. Capacity exists off site to serve the development, or 2. A development and infrastructure phasing plan has been agreed with the Local Authority in consultation with Thames Water. 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, or 3. All wastewater network upgrades required to accommodate the additional flows from the development have been completed.

Reason - Network reinforcement works may be required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to avoid sewage flooding and/or potential pollution incidents. The developer can request information to support the discharge of this condition by visiting the Thames Water website at thameswater.co.uk/preplanning. Should the Local Planning Authority consider the above recommendation inappropriate or are

unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Planning Department (telephone 0203 577 9998) prior to the planning application approval.

39. No development other than demolition of any phase other than Phase 0 shall take place until a detailed surface water drainage strategy has been submitted to, and approved in writing by the London Borough of Barnet Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

The scheme shall subsequently be implemented in accordance with the approved details before development is completed.

Reason: To ensure that surface water runoff is managed effectively to mitigate flood risk and to ensure that SuDS are designed appropriately using industry best practice to be cost-effective to operate and maintain over the design life of the deployment in accordance with Policy CS13 of the Barnet Local Plan (2012), Policies SI 12 and SI 13 of the London Plan 2021, and changes to SuDS planning policy in force as of 6 April 2015 (including the Written Ministerial Statement of 18 December 2014, Planning Practice Guidance and the Non-Statutory Technical Standards for Sustainable Drainage Systems) and best practice design guidance (incl. the SuDS Manual, C753).

40. The development, including any works of demolition shall be carried out in full accordance with the Air Quality Assessment and Air Quality Neutral Assessment as submitted in accordance with the Environmental Statement.

Reason: To ensure that the development does not have an adverse impact on air quality in the vicinity, in line with the Sustainable Design and Construction SPD (adopted October 2016) and policy SI 1 of the London Plan.

41. The development shall be carried out in accordance with the fire prevention measures stated in the fire strategy by Dr Raymond Connolly at Fire Risk Solutions hereby approved.

Reason: In accordance with Policy D12 (Fire Safety) of the London Plan.

42. Prior to above ground works of a building within the relevant Development Plot, details shall be submitted demonstrating that the building has been designed using the principles of Secure by Design. The development shall be carried out in accordance with the approved details and thereafter retained.

Reason: To protect the amenity of the area in accordance with policies DM01 and DM04 of the Barnet Development Management Document (2012).

43. Within 6 months of completion, a Post Completion Report setting out the predicted and actual performance against all numerical targets in the Circular Economy Statement, prepared by Greengage approved pursuant to this application, shall be submitted to the GLA at: circulareconomystatements@london.gov.uk, along with any supporting evidence as per the GLA's Circular Economy Statement Guidance.

The Post Completion Report shall provide updated versions of Tables 1 and 2 of the Circular Economy Statement, the Recycling and Waste Reporting form and Bill of Materials. Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the local planning authority, prior to occupation.

Reason: In the interests of sustainable waste management and in order to maximise the re-use of materials.

44. Prior to commencement details of works within Phase 2: The following shall be undertaken:

i) Details of the required translocation shall be submitted and approved by the LPA in line with the recommendations outlined within Section 5.5 of the submitted Phase 2 Ecology Survey Report (Greengage Environmental Ltd, September 2021). The details shall include the timing of the translocation, the persons responsible, the location of the required reptile exclusion fencing, and the reptile protection and mitigation measures necessary to complete the translocation, and the supervised clearance measure for the removal of suitable sheltering and hibernation habitat within phase 2.

ii) The translocation works shall be undertaken in strict accordance with the approved translocation details outlined above. The reptiles captured shall be translocated to the to be approved receptor site in accordance with the agreed S106 agreement.

iii) The field data on the translocation including the number, age and species or reptiles translocated shall be collated and submitted within the conditioned Reptile Mitigation Strategy.

Reason: To ensure that the protection of reptiles is not prejudiced during construction in accordance with Section 197 of the Town and Country Planning Act 1990 in accordance with Policy DM16 of the Local Plan Development Management Policies DPD (adopted September 2012), Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and Policy G6 of the London Plan (2021).

45. Prior to the commencement of any ground-breaking works with Phase 2 (including mobilisation, and ground works) a detailed Reptile Mitigation Strategy must be submitted to the Local Planning Authority and be approved. No further development on Phase 2 shall commence until the Local Authority has confirmation that all reptiles within the Phase 2 have been successfully translocated to the receptor site.

This document is to include the following:

i) Reptile surveys to be undertaken within the remnant habitat for 21 days during the active reptile survey season (March to July and September inclusive).

ii) Detailed mitigation plan outlining the measures to enhance the site for reptiles, the location and specification of the reptile exclusion fencing and, the methods for undertaking the required 30-day translocation.

iii) The 30-day translocation exercise shall be undertaken during the active reptile survey season (April to July, September). All reptiles captured during the translocation exercise shall be carefully translocated to the receptor site to be agreed within the S106.

iv) Details of protective measures for avoidance of harm to existing reptiles on site and on adjoining land.

v) The result of the translocation exercise shall be provided to the Local Authority within the document.

vi) Details of the appointed Ecologist who will oversee all aspects of the safeguarding of onsite ecology and habitats.

Reason: To ensure that the protection of reptiles is not prejudiced during construction in accordance with Section 197 of the Town and Country Planning Act 1990 in accordance with Policy DM16 of the Local Plan Development Management Policies DPD (adopted September 2012), Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and Policy G6 of the London Plan (2021).

46. Prior to commencement of works a detailed Landscape and Ecological Management Plan (LEMP) (BNG) and supporting plan that demonstrates the habitat creation, enhancement, management and monitoring measures that will result in the expected biodiversity net gain including water features shall be submitted and approved by the local planning authority.
1. This document shall include details of habitat creation, enhancement measures for biodiversity gains that accord with the submitted Defra Metric calculation within the Biodiversity Impact Assessment of “4.06 % for area-based units and a net gain of 77.70% for hedgerow units” (Greengage, August 2021). This shall be incorporated into the scheme of the hard and soft landscaping, of the development. This scheme will include details of existing trees to be retained and size, species, planting heights, densities, positions of any soft landscaping, and habitat enhancements such as bird and bat boxes log piles etc appropriate to location shall be submitted to and agreed in writing by the Local Planning Authority prior to the occupation of the hereby approved development.
 2. All work comprised in the approved scheme of landscaping and biodiversity enhancements shall be carried at the most optimal time wildlife and plantings. All works must be completed within 12 months after occupation before the end of the first planting and seeding season and when most optimal for when following occupation of any part of the buildings or completion of the development, whichever is sooner, or commencement of the use.
 3. An updated Biodiversity Impact Assessment using the Defra 3.0 tool will be required prior to commencement of occupancy, in which it will be required to show that the final design delivers a net gain.
 4. Details for the required monitoring of the habitats over a mandatory 30 year period including person responsible, timing shall be submitted and a condition assessment shall be undertaken periodically over the 30 year period and

contingency landscaping measures put in place to remediate any habitats which are not projected to achieve their desired BNG condition and score.

Reason: To ensure that the development represent high quality design and meets the objectives of development plan policy as it relates to biodiversity in accordance with policies DM01 and DM16 of the Barnet Local Plan and policy G6 of the London Plan 2021.

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

Reason: To ensure the development provides adequate amenities of the future occupiers of the proposed dwellings and to accord with policy DM01 of the Barnet Local Plan and to mitigate the impact to species including bats in accordance with policies CS7 and DM16 of Barnet's Local Plan and policy G6 of the London Plan 2021.

48. Prior to first occupation of any development plot within the Phases 2, 3, 4 and 5 of this development a Car Parking Management Plan demonstrating compliance with the Site Wide Car Parking Strategy shall be submitted to and approved in writing by the Local Planning Authority. Unless otherwise agreed, the details shall include:

- i. Location and layout of car parking spaces;
- ii. Allocation of car parking spaces (for residential, non-residential users and visitors);
- iii. On-site parking controls and charges (if any);
- iv. The enforcement details of unauthorised parking in line with the Council's parking regime in Colindale within the development's surrounding area;
- v. 'Blue badge' space quantities in accordance with the London Plan;
- vi. Location of car club space (if required) in accordance with Site Wide Parking Strategy;
- vii. Electric Charging Points: Location and specification. For residential parking spaces, delivery of the 20% of parking spaces which shall be active and 20% which shall be passive electric charging points. For non-residential spaces, provision at 20% of spaces shall be undertaken with potential provision at a further 10% of spaces;
- viii. Car parking reconciliation (evidence that the number of vehicular parking spaces proposed for each Development Plot is proportionate having regard to the Site Wide Parking Strategy);

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

Reason: To ensure the development meets the needs of its future occupiers and to comply with the requirements of policy T6 of the London Plan and also, to ensure that the development does not over-provide car parking spaces and to encourage sustainable travel in accordance with Barnet Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

49. Prior to above ground works for each Development Plot further details of cycle parking including the location and number of cycle spaces and cycle storage facilities in accordance with the London Plan should be submitted to and approved by the Local Planning Authority and such spaces shall be permanently retained thereafter. Minimum aisle widths, as set out in London Cycling Design Standards, must be met and 5% of space should be provided for the storage of non-standard cycles.

Reason: In the interests of promoting cycling as a mode of transport in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012, Policy DM17 of Development Management Policies (Adopted) September 2012 and the London Cycling Design Standards 2016 and policy T5 of the London Plan.

INFORMATIVE(S):

1. A Planning Obligation under Section 106 of the Town & Country Planning Act 1990 (as amended) relates to this permission.
2. 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.
3. The Community Infrastructure Levy (CIL) applies to all 'chargeable development'. This is defined as development of one or more additional units, and / or an increase to existing floor space of more than 100 sq m. Details of how the calculations work are provided in guidance documents on the Planning Portal at www.planningportal.gov.uk/cil.

We believe that your development is liable for CIL. The Mayor of London adopted a CIL charge on 1st April 2012 setting a rate of £60 per sq m on all forms of development in Barnet except for education and health developments which are exempt from this charge. The London Borough of Barnet first adopted a CIL charge on 1st May 2013. A new Barnet CIL Charging Schedule applies from 1 April 2022 (<https://www.barnet.gov.uk/planning-and-building/planning/community-infrastructure-levy>) which applies a charge to all residential (including sui generis residential), hotel, retail and employment uses.

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

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

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

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

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

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 shall 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.

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.

National Planning Policy Framework

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

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

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

The London Plan 2021

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

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

Chapter 1

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

Chapter 2

- Policy SD6 Town centres and high streets

Chapter 3

- Policy D1 London's form, character and capacity for growth
- Policy D2 Infrastructure requirements for sustainable densities
- Policy D3 Optimising site capacity through the design-led approach
- Policy D4 Delivering good design
- Policy D5 Inclusive design
- Policy D6 Housing quality and standards
- Policy D7 Accessible housing
- Policy D8 Public realm

Policy D11 Safety, Security and resilience to emergency
Policy D12 Fire safety
Policy D14 Noise

Chapter 4

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

Chapter 5

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

Chapter 6

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

Chapter 7

Policy HC1 Heritage conservation and growth

Chapter 8

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

Chapter 9

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

Chapter 10

Policy T1 Strategic approach to transport
Policy T2 Healthy Streets
Policy T3 Transport capacity, connectivity and safeguarding
Policy T4 Assessing and mitigating transport impacts
Policy T5 Cycling
Policy T6 Car parking

Policy T6.1 Residential parking
Policy T6.2 Office Parking
Policy T6.5 Non-residential disabled persons parking
Policy T9 Funding transport infrastructure through planning

Chapter 11

Policy DF1 Delivery of the Plan and Planning Obligations

Mayoral Supplementary Guidance

Planning for Equality and Diversity in London (October 2007)

This guidance sets out some of the overarching principles that should guide planning for equality in the London context.

All London Green Grid (March 2012)

This strategy provides guidance for designing and managing green and open spaces to bring about previously unrealised benefits. In doing so, we aim to encourage boroughs, developers, and communities to collectively increase the delivery of green infrastructure for London.

Play and Informal Recreation (September 2012)

Provides guidance to Local Authorities and development to estimate the potential child yield from a development, and the resulting requirements for play space provision.

Sustainable Design and Construction (April 2014)

The Sustainable Design and Construction (SPG) seeks to design and construct new development in ways that contribute to sustainable development.

The control of dust and emissions during construction and demolition (July 2014)

The aim of this supplementary planning guidance (SPG) is to reduce emissions of dust, PM₁₀ and PM_{2.5} from construction and demolition activities in London.

Accessible London: Achieving an Inclusive Environment (October 2014)

The strategy sets out to provide detailed advice and guidance on the policies in the London Plan in relation to achieving an inclusive environment.

Housing (March 2016)

The housing SPG provides revised guidance on how to implement the housing policies in the London Plan.

Affordable Housing and Viability (August 2017)

Set's out the Mayor's policies for assessing and delivering affordable housing and estate renewal.

Relevant Local Plan (2012) Policies

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

were both adopted on 11 September 2012. The Local Plan development plan policies of most relevant 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)

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

CS7 (Enhancing and Protecting Barnet's Open Spaces)

CS8 (Promoting a strong and prosperous Barnet)

CS9 (Providing safe, effective and efficient travel)

CS10 (Enabling inclusive integrated community facilities and uses)

CS11 (Improving health and wellbeing in Barnet)

CS13 (Ensuring the efficient use of natural resources)

CS15 (Delivering the Core Strategy)

Development Management Policies (Adopted 2012):

DM01 (Protecting Barnet's character and amenity)

DM04 (Environmental considerations for development)

DM05 (Tall Buildings)

DM14 (New and existing employment space)

DM13 (Community and education uses)

DM15 (Green Belt and open spaces)

DM16 (Biodiversity)

DM17 (Travel impact and parking standards)

Supplementary Planning Documents and Guidance

The Council has a number of adopted Supplementary Planning Documents (SPDs) which provide detailed guidance that supplements policies in the adopted Local Plan, and sets out how sustainable development will be delivered in Barnet including generic environmental requirements to ensure that new development within Barnet meets sufficiently high environmental and design standards. They are material considerations for the determination of planning applications:

Local Supplementary Planning Documents and Guidance:

Sustainable Design and Construction SPD (April 2013)

North London Business Park Planning Brief

The Council adopted the Copthall Planning Brief following extensive public consultation in March 2016. The brief sets out the spatial strategy for the development of the North London Business Park Site.

Local Supplementary Planning Documents:

Sustainable Design and Construction (April 2013)

Planning Obligations (April 2013)

Strategic Supplementary Planning Documents and Guidance:

Accessible London: Achieving an Inclusive Environment (April 2004)

Sustainable Design and Construction (May 2006)

Health Issues in Planning (June 2007)
Planning for Equality and Diversity in London (October 2007)
All London Green Grid (March 2012)

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. The EIP opened in September 2022 and recently concluded aural hearings. 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.

1.2 Key Relevant Planning History

The site at North London Business Park was historically first brought into use as a cemetery by the Great Northern cemetery company in 1855. Subsequently the site was purchased by Standard Telephones and Cables in 1922 and various industrial buildings were subsequently erected in the period up to the Second World War.

The site was partly redeveloped in the 1980's and in the early 200's into the form which is present today. Standard Telephones and Cables was bought out by Nortel in 1991 who vacated the site in 2002 when the site was renamed as North London Business Park.

Recent Relevant History

15/07932/OUT Hybrid planning application for the phased comprehensive redevelopment of the North London Business Park to deliver a residential-led mixed use development. The detailed element comprises 360 residential units in five blocks reaching eight storeys, the provision of a 5 form entry secondary school, a gymnasium, a multi-use sports pitch and associated changing facilities and improvements to open space and transport infrastructure, including improvements to the access from Brunswick Park Road and; the outline element comprises up to 990 additional residential units in buildings ranging from two to nine storeys, up to 5,177 sqm of non-residential floor space (use Classes A1-A4, B1 and D1) and 2.54 hectares of open space. Associated site preparation/enabling work, transport infrastructure and junction work, landscaping and car parking. March 2017 RECONSULTATION Amended Plans: involving the provision of 10% Affordable Housing across the site with an overall increase in the proposed number of housing units from 1,200 to 1,350. The tallest buildings have been reduced in height from 11

to 9 storeys with some buildings along the boundary of the rail line increased from 7 to 9 storeys.

The planning application was recommended for approval by LB Barnet Officers but refused by Members of the Planning Committee in June 2017 for the following reason:

'The proposed development, by virtue of its excessive height, scale and massing would represent an over development of the site resulting in a discordant and visually obtrusive form of development that would fail to respect its local context and the pattern of development in its context, to such an extent that it would be detrimental to the character and appearance of the area. The proposal would therefore not constitute a sustainable form of development and would be contrary to policies CS NPPF, CS5, DM01 and DM05 of the Barnet Local Plan Core Strategy and Development Management Policies (September 2012), policies 3.4, 7.4, 7.6 and 7.7 of the London Plan (July 2011, October 2013 and January 2014)'

The application was subsequently appealed and recovered by the Secretary of State (SoS), and an Inquiry was held between October and November 2018.

The Inspector reported to the SoS in January 2019 recommending the appeal to be allowed, with the SoS agreeing in January 2020, issuing the decision allowing the appeal. A costs award was also awarded against Barnet Council.

The hybrid permission was approved as follows:

- Phase 1 was approved in detail and comprises 360 residential units in five blocks reaching up to 8 storeys, alongside the provision of a 5 form entry secondary school including a multi-use sports pitch and associated changing facilities, MUGA facilities on the school roof, improvements to open space and transport infrastructure; and
- Phases 2 – 5 were approved in outline and comprise a further 990 residential units in buildings ranging from two to nine storeys, up to 5,177 sqm of non-residential floorspace including shops, offices, food and drink, and public buildings. This includes 2.54 hectares of public open space including play, alongside associated transport infrastructure, further landscaping and car parking.

In addition to the S73 application pursuant to this report a separate planning application was submitted in August 2021 for alterations to the appeal scheme to allow amongst other things an uplift of 1,078 units from 1350 to 2428 units. This scheme is still under consideration, the details of this application are as follows:

22/1579/S73 Variation of condition 1 (Approved Plans) of planning permission reference 15/07932/OUT dated 24/02/20 for 'Hybrid planning application for the phased comprehensive redevelopment of the North London Business Park to deliver a residential-led mixed use development. The detailed element comprises 360 residential units in five blocks reaching eight storeys, the provision of a 5 form entry secondary school, a gymnasium, a multi-use sports pitch and associated changing facilities and improvements to open space and transport infrastructure, including improvements to the access from Brunswick Park Road and; the outline

element comprises up to 990 additional residential units in buildings ranging from two to nine storeys, up to 5,177 sqm of non-residential floor space (use Classes A1-A4, B1 and D1) and 2.54 hectares of open space. Associated site preparation/enabling work, transport infrastructure and junction work, landscaping and car parking. March 2017 RECONSULTATION Amended Plans: involving the provision of 10% Affordable Housing across the site with an overall increase in the proposed number of housing units from 1,200 to 1,350. The tallest buildings have been reduced in height from 11 to 9 storeys with some buildings along the boundary of the rail line increased from 7 to 9 storeys.' Variation to include: Changes to the school: Changes to the main access point on Brunswick Park Road: Changes to phasing. Approved on 20.10.2022.

There are other minor applications for historic consents on the site including consents for educational uses utilising existing buildings on the site.

1.3 Pre-application Consultation by the Applicant

A statement of community involvement has been submitted with the Planning Application which outlines the consultations which the applicant carried out prior to the submission of the application. This included workshops with the GLA and the London Borough of Barnet, meetings with Local Ward Councillors, MP's and residents associations as well as Public Consultation Events. Due to covid submissions at the time, these consultation events were carried out online.

1.4 Public Consultations by the Council and Views Expressed

Public Consultation

3206 local residents were consulted on the planning application by letter on 16.08.2021. The application was advertised in the local press on 19 August 2021 and site notices were put up on site on 19 August 2021. The consultation process carried out for this application is considered to be appropriate for a development of this nature. The extent of consultation exceeded the requirements of national planning legislation and the Council's own adopted policy.

Reconsultation

Neighbouring residents were re-consulted on the 21st October 2022 following the receipt of amended plans involving alterations to the junction arrangements including the installation of a signalised junction on Brunswick Park Road.

The plans were also previously amended in relation to minor amendments to the proposed blocks increasing the percentage of dual aspect units and reducing the quantum of development by 9 units, however this change was not subject to formal consultation as the amendments did not significantly change the nature of the application and did not affect the substance of the comments received.

Public Representations

As a result of the consultation, a total of 879 responses have been received with 773 objections, 102 letters of support and 4 neutral responses.

The comments received from members of the public have been summarised as follows:

Summary of main points raised by members of the public in objecting to the scheme.

Original scheme should never have been approved and this adds to it.
Proposal would increase density of the site by 80% over the previous appeal scheme.
Ridiculous to add height to proposals which were already too high (on the previously approved scheme)
Insufficient green space
Proposal over large for surrounding area
Insufficient car parking, will put pressure on surrounding roads.
Insufficient infrastructure to support proposed housing including doctors, primary schools and surrounding roads and public transport.
Local Primary schools over subscribed, and long waits at local doctor's surgeries
Brunswick Park Road unable to cope with volume of traffic and additional bus services will not be able to get through.
Proposals will add to local congestion and pollution.
Proposed heights of up to 13 storeys out of keeping with surrounding area.
Surrounding area is all low rise housing.
Out of keeping with suburban character of the area
Letters of support from outside the area and relate to the school only.
Leverage of school proposals should be ignored in considered residential proposals.
Too many properties proposed for the area.
Proposals contradict local plan policies.
Site is not within an identified tall building area and proposals are contrary to this point.
Proposal would exceed site capacity of the draft Reg 22 local plan
Proposal would destroy character of the area.
Object to Weirdale Avenue link, as will encourage parking and movement through these roads which are already too narrow and full of parking.
Proposals would cause mental and physical distress to neighbouring residents.
Increasing population densities bad for health, environment and the economy.
Lack of demand for flats post Grenfell and preference for houses with gardens post covid means properties could be unsold.
High rise development could result in high crime rates and is building the slums of the future.
Insufficient employment space left on site and surrounding area as a result of the development.
Proposal would cause overlooking and loss of light to neighbouring properties, particular Brunswick Crescent and Meadsway
Recent removal of trees has removed screening of development
Disturbance caused by development which has commencement, traffic, vibration etc.

Damage which has been done to ecology on site, through removal of trees, draining of pond and activities on the top of the site.

Summary of main points raised by members of the public in support of the scheme.

Support provision of new school.

Pupils have been in temporary accommodation too long, need permanent school building.

Officer Comment

All of the above representations have been taken into account in the officer assessment, which form part of the officer assessment below.

Elected Representatives.

Councillors

(Former) Cllr Weedon Sanz

I am writing to object to the above planning application for the North London Business Park.

I am appalled by the new proposals which increase the existing approved plans unacceptably in height, bulk, massing and density which is totally at odd with our suburban and low rise area. It would damage the neighbourhood further and be intrusive over neighbouring roads and homes. The increase in height to 13 storeys is totally excessive and in the wake of Grenfell and of our experiences of lockdown throughout Covid and how it affected the mental health of those living in tower blocks it is clear that tall buildings do not create happy communities or residents, highlighted in the recent report by the London Assembly too.

The reasons the previous application was recommended for approval by the inspector included that the borough had not met its housing targets which I now understand the borough has and so to increase this development's density would be damaging to the local community and serve no purpose other than to line the developers pockets.

These plans are a clear violation of the Barnet Local Plan and our Core Strategy CS5 given that the site is not an approved location for tall buildings. To approve this application would be to make a mockery of our local plan and policies. It would impose unbearable pressure on local infrastructure, including primary schools, local health services and cause chaos on the roads surrounding the sight with the increase in traffic volume it will cause.

It is also disappointing to see the developer attempting to open access through to Ashbourne Avenue too after this was removed from the previous application, quite rightly, because it would destroy the sense of community in that road and in Weirdale Avenue and create a rat run and further problems with overflow parking.

(Former) Cllr Rutter

You will no doubt be aware that many of my constituents will be objecting to this new application with regards to the additional housing and extra stories on the blocks which is completely out of character in the local area and has not taking into consideration how the increased numbers will impact and have greater pressures on local services and infrastructure.

I would therefore like this to be noted and ask that this application be called in to committee for decision please and I would like to speak as before.

This new application includes “.....the provision of a 5 form entry secondary school, a gymnasium, a multi-use sports pitch and associated changing facilities.....”

In our telephone conversation earlier, I informed you that I was surprised to note that the Comer’s new application also included the school. The school should not be tied up with this new application and should be separate.

This is very confusing for the residents. The school should not have been included in this application especially as you also confirmed to me in our conversation that the Education Trust would be sending a new school planning application soon and you will be finding out when this will be received. This is contradicting. If the committee decide to refuse this planning application, will the school be affected too?

In response you confirmed however in our telephone conversation that any decision by the committee would not affect the school.

I would therefore be grateful if you could please confirm in response to my email - that any decision by the committee with regards to this application will not affect the school and its build and you will also find out and let me know when the Education Trust will be sending their school planning application.

Members of Parliament

Teresa Villiers MP has made comments on the application but has not submitted formal comments. Any formal response received will be reported in the Addendum.

GLA Assembly Member

None Received

Consultation responses from neighbouring associations other non-statutory bodies.

Consultation Responses from Statutory Consultees

Greater London Authority (GLA)

Strategic issues summary

Land use principles: The proposed optimisation of this consented residential-led masterplan to deliver an uplift of up to 1,078 new homes over the extant consent at a site which is locally designated for residential led mixed use redevelopment is supported (paragraph 20-22).

Housing: The application proposes 10% affordable housing (67/33 London Affordable Rent / shared ownership). In the absence of a verified viability position, and noting the significant uplift in quantum proposed, this level of affordable housing is wholly unacceptable. The GLA Viability Team is rigorously scrutinising the submitted FVA to advance viability discussions and ensure that the maximum level of affordable housing is secured over the lifetime of the development. Review mechanisms are required and affordability levels must be secured via S.106 (paragraph 23-30).

Urban design: The proposed height and massing would have relatively significant visual prominence in this suburban context and would also impact upon the setting of the Metropolitan Open Land to the south and east. The applicant must provide additional views from within the Metropolitan Open Land to allow a full assessment of any harm to be undertaken. The applicant must also address issues in respect of housing quality, architecture, and height and massing (paragraph 31-46).

Transport: The applicant must provide additional information in respect to; the transport assessment, public transport impacts, public transport improvements, the proposed shuttle service and vehicle and cycle parking. Noting the proposed uplift in quantum, the Council must appropriately secure; a contribution towards public transport improvements, vehicle and cycle parking, construction logistics, delivery and servicing and a travel plan (paragraph 54-63).

Sustainable development: Further information and clarification is required on the sustainable development strategies before compliance with the London Plan can be confirmed (paragraph 64-69).

Recommendation

That Barnet Council be advised that the application does not comply with the London Plan for the reasons set out in paragraph 73. Possible remedies set out in this report could address these deficiencies.

Comments Received 04/12/2022 (GLA Viability Officer)

From the perspective of the GLA's Viability Team, the updated offer represents the maximum viable amount. The affordable offer is some way below levels secured in the majority of schemes referred to the Mayor.

If it is decided that the application is acceptable, then robust review mechanisms will need to be secured in the S106; it is noted that LB Barnet's Planning Committee may want to consider key terms of the mechanisms.

The GLA Viability Team advise the following with respect to the review mechanisms:

Early, mid and late stage reviews will be required.

Mid stage reviews should take place prior to each phase (beyond phase 1). The late stage review should be triggered upon the occupation of a specified number of market tenure units within the final phase (for example 75%).

Given the scale and outline nature of the scheme and the effect of the development programme on the viability of the scheme, the approach to the viability reviews should not use the formulas set out in the Affordable Housing and Viability SPG, but rather comprise of a full reappraisal of the scheme. Only the Benchmark Land Value and Developer Return should be fixed in the Section 106 Agreement.

All reviews excepting the late stage review should, where a surplus is identified, deliver additional genuinely affordable housing on-site.

Only with the late stage review should any surplus be split between the developer and Local Planning Authority. For all other reviews, the surplus should be dedicated to additional on-site affordable housing.

Transport for London (TfL)

Using references in Stage 1 report:

Para 54 There is further assessment material in addendum TA. There are technical comments we need to provide direct to the consultant that won't impact on general conclusions but are concerns with how the LU station assessment has been undertaken.

Para 55 Please confirm measures secure reference to ATZ assessment. As long as they there, we just need to review in detail when you refer to the GLA.

Para 56 For buses, we requested an uplift in line with development quantum. We also need to make sure the original contribution will also be paid to TfL as intended.

So it would helpful to confirm that £825,000 is still secured in accord with the original permission plus £700,000 relative to the uplift.

This based on original development = 1350

Uplift = 1,150

The developers proposed this approach though. TfL is ok to agree.

Para 57 Please confirm if the highway authority will be able to justify the new signals in accordance with TfL guidance namely Appendix L:

<https://content.tfl.gov.uk/design-standards-signal-schemes.pdf>

TfL requested justification within Stage 1 report. I understand the highway authority supports this proposal and the design.

I had concerns with the layout from an active travel point of view, so I welcome the layout changes, and overall design is acceptable to TfL, subject to my general comments about the principal needing justification

If the highway authority (and LPA) confirm they believe new signals are justified in accordance with TfL guidance. Then they need to secure the full costs of the signals including commuted maintenance payments to TfL to ensure this is not a additional cost to TfL in the longer term.

The modelling to support the proposals need to be submitted to TfL and subject to TfL Model Audit Process. The model prepared to support the planning application hasn't been audited by TfL colleagues, so TfL can't comment on its validity. Therefore, your highway colleagues will need to confirm if the models are valid.

Para 58 I've not seen any further information on shuttle bus services as requested.

Para 59 We not supportive of the approach to car parking. We looking for further constraint given the density of development proposed, we don't support a ratio of 0.8. We know this is better than the approved permission of 1.5 space per unit. However, the level of constraint is not sufficient to support mode shift targets in the London Plan. We welcome the aspiration for mode shift, starting at 40% on opening to 27% within 10 years. This would suggest that increasing car parking constraint should be applied to later phases, whilst not rule out, there is no commitment.

For avoidance of doubt, at the meeting I attended in September. I asked for commitment to lower parking provision for future phases, with a preference to reduce car parking from the outset. The "monitor and manage" approach is not agreed by TfL.

Para 60 Notwithstanding the above, we are ok with the approach to Blue Badge parking and Electric Vehicle charging, subject to securing appropriate conditions.

Para 61 Have indicative layouts for cycle parking be provided? If so, do you need TfL to review them? Or if you or your colleagues reviewed against LCDS? If the latter, I'm ok with that approach but useful if you confirm in your report so I can reference in Stage 1.

London Borough of Enfield

Comments: The site is located approximately 1km away from the borough boundary (west of Southgate) in the London Borough of Barnet.

The site benefits from planning permission for redevelopment. The original application was submitted in hybrid form and planning permission was granted at appeal in February 2020 (London Borough of Barnet reference 15/07932/OUT and PINS reference APP/N5090/W/17/3189843).

The application is accompanied by a Transport Assessment (TA) and Travel Plan.

The TA states: *“With regard to the secondary school, it has been concluded that the proposals for the school relate to a re-location only, and subsequently no additional traffic will be generated by the school proposal. In light of this, no assessment of the secondary school development has been included within this assessment.”*

Public Transport Accessibility Level (PTAL) is a widely adopted methodology in Greater London for quantifying a site’s accessibility to public transport and is considered to be a usable measure of relative accessibility to public transport at any location within a London borough and provides a general comparison of a site’s accessibility relative to another. TfL’s web-based calculator has been used to determine the site’s existing PTAL, which shows a rating of 1a - 2 across the site. This demonstrates that based on the PTAL calculator, the site is considered to have poor access to public transport.

According to the TA, as part of the scoping discussions, TfL stated that they do not wish to divert any of the existing bus services through the development site. As part of the extant 2020 permission, a financial contribution was secured as part of the S106 to provide an additional bus service on the 382 bus route. Given that it is not be feasible to divert any existing TfL bus services through the site, it is proposed that the financial contribution sum is increased to reflect the uplift in residential development. This is positive, however, it is unclear from the TA what impact the proposed development will have on bus capacity, clearly there will be an increase in trips, but it is not known what impact the development will have on this mode of travel and whether existing users will be negatively affected.

The nearest National Rail stations to the site are Oakleigh Park to the north and New Southgate to the south (a 23-minute walk or 8-minute cycle journey from the centre of the site). These stations are on the Great Northern line between Moorgate and Welwyn Garden City. Secure cycle storage is available at New Southgate and Oakleigh Park stations, making sustainable trips to the station attractive to residents of the area. there are cycle storage spaces at New Southgate and at Oakleigh Park station.

The site is located between two London Underground lines; the Northern Line and Piccadilly Line, with the nearest station being Arnos Grove on the Piccadilly Line (24- minute walk or 8-minute cycle away). The TA states that there are 10 cycle storage spaces at the station with additional stands in the local area, when the station can in fact accommodate the parking of 36 cycles. The Active Travel Zone assessment identifies Arnos Grove Station as a key destination, a route from the proposal site to the Station was reviewed, but no improvements are proposed. We don’t agree, the route between the site and the station is poor (particularly for cyclists) and needs to be improved if the development is genuinely to promote active travel modes.

An assessment of the impact of the proposed development on the London Underground network does not appear to have been undertaken.

The TA points to a study undertaken and a report produced by TfL that found:

- The more parking provided by a new development, the higher the household car ownership level. Where there is more parking, there are more cars.

- Developments with more parking produce more car travel. People who own cars use them: driving their cars frequently at all times of day, including the busiest peak periods; and
- The level of car parking provided in new developments therefore has a substantial impact on the level of car use generated by that development.

A low level of car parking is proposed for the development (0.08 spaces per dwelling) and therefore it is concluded that car travel will subsequently be lower at the development. In addition to this, a number of measures such as a financial contribution towards improved local bus services, the provision of on-site car club bays, and cycle maintenance/repair kits available and an accompanying Travel Plan document are proposed for the development to encourage sustainable travel.

We have concerns about the developments impact on the surrounding road network. The 2011 Census 'Travel to Work' data for the Barnet 010 ward (where the proposal site is located) suggests that 47.9% of journeys to work are made via single occupancy vehicle. We accept this trend is unlikely to continue because of the low level of car parking being provided across the proposal site and the impact this will have on the way future residents of the site travel. However, Junction capacity assessments had not been undertaken at the time of preparing the TA. The document states that *"a separate addendum will be prepared focussing on trip generation, distribution and junction capacities."* Without this information we cannot determine what the proposals impact will be on LB Enfield's road network and whether mitigation is required.

The proposal site provides vehicular access and egress from/to Brunswick Park Road and the A109, Oakleigh Road South both of these roads feed onto the Betstyle Circus Roundabout in Arnos Grove, in the London Borough of Enfield.

Conclusion: For the reasons set out above, T&T are unable to determine this developments impact. More information is therefore required to properly assess whether the development will have an impact on the surrounding road network.

I would appreciate it if you could take these comments into account as part of your assessment of the application.

Network Rail

Following assessment of the details provided to support the above application, Network Rail has **no objection in principle to the development**, but below are some requirements which must be met, especially with the proximity of the development to high voltage overhead line equipment and a railway tunnel.

Sport England

Sport England - Statutory Role and Policy

It is understood that the site forms part of, or constitutes land last used as playing field as defined in The Town and Country Planning (Development Management Procedure) (England) Order 2015 (Statutory Instrument 2015 No. 595). However,

as the playing field has not been used for at least five years, the consultation with Sport England is not a statutory requirement. Consultation with Sport England is also advised by national guidance due to the number of new residential units and that new sport facilities are proposed. More detail can be found at <https://www.gov.uk/guidance/open-space-sports-and-recreation-facilities-public-rights-of-way-and-local-green-space#open-space-sports-and-recreation-facilities>

Notwithstanding the non-statutory nature of the consultation, Sport England has considered the application in light of the National Planning Policy Framework (particularly Paragraph 99) and against its own playing fields policy and its own wider planning policy. More detail can be found at https://www.sportengland.org/how-we-can-help/facilities-and-planning/planning-for-sport?section=planning_for_sport_guidance

Please note that Sport England applies its policy to any land in use as playing field or last used as playing field and which remains undeveloped, irrespective of whether that use ceased more than five years ago. Lack of use should not be seen as necessarily indicating an absence of need for playing fields in the locality. Such land can retain the potential to provide playing pitches to meet current or future needs.

The Proposal and Impact on Playing Field

The hybrid planning application proposes the redevelopment of North London Business Park including up to 2,428 residential units in total, a secondary school with a sports block, rooftop Multi-Use Games Area (MUGA), sports hall and Artificial Grass Pitch (AGP) and uses falling with Use Classes E and F. The proposed redevelopment would result in the loss of the disused playing field.

The proposed development is a revision of the scheme approved in 2017 which Sport England had concerns so submitted an objection. The current application raises similar issues to the previous scheme therefore these comments are attached for reference purposes.

Strategic/Local Need for the Facility

Sport England previously concluded (see attachment) that there could be a need for both the proposed sports hall and AGP, which was informed by Sport England's Facility Planning Model (FPM). Since this time the Council have developed a Playing Pitch Strategy (PPS) and are now in the process of refreshing this document. The existing PPS, albeit arguably out-of-date, highlighted a deficit of sports pitches and recommended that AGP's were delivered at various sites throughout the borough. The Council have, and are currently, developing masterplans to meet this identified need. As a result, it is questionable if the proposed AGP is required to meet the needs of community sport within the borough therefore Sport England now has its concerns that the proposed AGP would not meet local need and could not be sustainable in the long-term. However, as noted above, the Council are currently refreshing the PPS which is expected to be completed soon which could highlight a need above that indicated in the current PPS but, based on the information Sport England currently has available and

without any discussion of need in the application documents, it cannot conclude that there is a need for the proposed AGP. Sport England, however, would happily review this situation if the applicant can provide a robust justification of community need/demand for the proposed AGP that could not be accommodated at other sites planned within the borough.

Notwithstanding the above, it is not clear if the proposed AGP is intended for mitigation for the loss playing field at the site therefore it would be beneficial if the applicant could clarify this when it sets out the need for the proposed AGP.

Similarly, limited detail has been provided for the community need for the activity studio that demonstrates there is a local need for this facility.

In relation to sports halls, it is not clear if there is an existing sports hall on site that would be lost and that the proposed sports hall is intended as a replacement. The FPM indicates that there is still a borough wide deficit therefore it could be argued that the position in relation to the proposed sports hall is similar to that in 2016. Furthermore, feedback from England Badminton suggests that there is a need for community badminton facilities and they indicated that they are keen to work with the school/applicants so that facility can be utilised by badminton clubs and coaches.

Sport England notes that there is an existing MUGA on the site, albeit aerial photographs suggests that it has been used for car parking in recent years. As result, the proposed MUGA could be considered a replacement for the existing MUGA that would be lost.

Design

Similar to the previous application, Sport England has concerns with the design/detail of the proposed sports facilities. The dimensions stated in the Design & Access Statement for the proposed AGP does not appear to align with FA guidance while Sport England are unable to locate the dimensions/specification for the proposed sports hall, although it would highlight that doors should not open into the sports hall and they should be flush with the interior wall. Sport England would like to understand/ensure that the proposed sports facilities would be designed and constructed in accordance with its (or FA) guidance to ensure that they are fit for purpose.

Community Use

On the basis that that there is a need for the proposed facilities, Sport England welcome the intention to allow the community to use the facilities. Community use should be secured in a Community Use Agreement (CUA) so that the community are able to access the facilities in the long-term. Sport England recommend that the Council consider imposing a condition on any approval that requires the submission of a CUA. Sport England has a model condition and a template CUA that can be forwarded on request (both are also available on Sport England website).

Sport England notes the submitted documentation indicates that the proposed sports block would have community use until 9:30pm on weekdays and at weekends but the proposed AGP could have different hours of community use. The peak time for community sport is weekday evenings until 10pm and during the day at weekends. Any CUA should reflect these times so that the community benefits of the proposal can be fully realised.

Residential development

The planning application proposes 2,428 residential units the occupiers of which will generate demand for sporting provision. The existing provision within the area may not be able to accommodate this increased demand without exacerbating existing and/or predicted future deficiencies. Therefore, Sport England considers that new developments should contribute towards meeting the demand that they generate through the provision of on-site facilities and/or providing additional capacity off-site. The level and nature of any provision should be informed by a robust evidence base such as the Council's Playing Pitch Strategy, Built Facility Strategy or another relevant robust and up-to-date needs assessment.

Although there is proposed floorspace falling within Use Classes E and F it is not clear whether any of these would actually be sport facilities and, if there were to be sport facilities, then it is not clear what sport facilities would be provided. It is also not clear if the proposed school facilities are intended to mitigate the loss of the playing field, meet an existing deficit or to meet the demand from the proposed residential units. As a result, it is currently unknown if any sport facilities would meet the sporting demands arising specifically from the proposed development.

Changes to CIL Regulations has resulted in the Council having the opportunity to seek contributions through CIL or via a S. 106 Agreement however it is not clear how, or if, the Council intends to mitigate the impact of the increase of sporting demand on local sport facilities.

If provision for sports facilities is to be made by the CIL charge, it is acknowledged that there is no requirement to identify where those CIL monies will be directed as part of the determination of any application. That said, Sport England would encourage the Council to consider the sporting needs arising from the development as well as the needs identified in its Playing Pitch Strategy and/or any other robust borough wide sport facility strategy and direct those funds to deliver new and improved facilities for sport based on the priorities identified in those documents.

In the event that the Council decide to mitigate the impact of increase demand on sports facility provision through a S. 106 agreement rather than the CIL charge then Sport England would be happy to provide further advice. To assist the Council, an estimate of the demand generated for outdoor sports provision can be provided by Sport England's Playing Pitch Calculator strategic planning tool. Team data from the Council's Playing Pitch Strategy can be applied to the Playing Pitch Calculator which can then assess the demand generated in pitch equivalents (and the associated costs of delivery) by the population generated in a new residential development. It can also calculate changing room demand to support the use of this pitch demand.

In relation to built sport facilities, Sport England's established Sports Facilities Calculator (SFC) can help to provide an indication of the likely demand that will be generated by a development for certain sports facility types. The SFC indicates that a population of 5,827 (calculated by multiplying the number of residential units by the average occupation rate of 2.4) in the London Borough of Barnet would generate a demand for 0.41 sports halls (£1,301,241), 0.29 swimming pools (£1,393,946), 0.18 AGP's (£231,131 if 3G or £210,225 if sand) and 0.34 rinks in an indoor bowls centres (£163,215). Consideration should be given by the Council to using the figures from the Sports Facility Calculator for informing the level of any financial contribution if indoor sports provision was to be made through a S.106 agreement.

Active Design

Sport England, in conjunction with Public Health England, has produced 'Active Design' (October 2015), a guide to planning new developments that create the right environment to help people get more active, more often in the interests of health and wellbeing. The guidance sets out ten key principles for ensuring new developments incorporate opportunities for people to take part in sport and physical activity. The Active Design principles are aimed at contributing towards the Government's desire for the planning system to promote healthy communities through good urban design. Sport England would commend the use of the guidance in the master planning process for new residential developments. The document can be downloaded via the following link:

<https://www.sportengland.org/how-we-can-help/facilities-and-planning/design-and-cost-guidance/active-design>

I hope that these comments can be given full consideration when a decision is made. I would be happy to discuss the response with the Local Planning Authority and/or the applicant as the determination of the application progresses. Please contact me if you have any queries

We would be grateful if you would advise us of the outcome of the application in due course by forwarding a copy of the decision notice.

Conclusion

Given the above assessment, Sport England wishes to raise an objection as it is not clear if the proposal meets the NPPF and its own Planning Policy. It is not clear if the loss of playing field has been mitigated, whether there is a need for all the proposed facilities and whether the proposed sports facilities would be fit for purpose. If the applicant can consider these aspects and provide Sport England with clarification it would be happy to reconsider its position.

Sport England would like to be notified of the outcome of the application through the receipt of a copy of the decision notice.

Officer Comment

As noted above the comments expressed above were raised in relation to the previous application, and were considered by both the Local Planning Authority as not constituting reasons to refuse the scheme due to the long standing non use of the top field as a playing pitch. Other matters such as the community use of school sport facilities have been secured through obligation and conditions.

Natural England

NO OBJECTION

Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites or landscapes.

Historic England

Recommend Pre-Determination Archaeological Assessment/Evaluation

Thank you for your consultation received on 16 August 2021.

Advice from this office on a previous scheme at this location was for enhancements to the archaeological desk-based assessment. This work does not yet appear to have been undertaken. A desk-based assessment should be submitted to support the planning application and should include further documentary research conducted into the cemetery records of the Great Northern/New Southgate Cemetery to try to establish if and where burials were made within the site. Evaluation trenches may then be needed to check if burials are actually present in areas of potential and what mitigation is necessary.

Also further investigation should be made through the Barnet Library and Local History Centre of the industry's photographic archive and other information/local contacts for an industrial archaeologist to better understand the factory's history and processes. This will help determine what level of recording would be appropriate for structures such as the coal chutes and air raid shelters.

NPPF Section 16 and the London Plan (2021 Policy HC1) make the conservation of archaeological interest a material planning consideration. NPPF section 194 says applicants should provide an archaeological assessment if their development could affect a heritage asset of archaeological interest. A field evaluation may also be necessary.

I have looked at this proposal and at the Greater London Historic Environment Record but I need more information before I can advise you on the effects on archaeological interest and their implications for the planning decision. If you do not receive more archaeological information before you take a planning decision, I recommend that you include the applicant's failure to submit that as a reason for refusal.

Because of this, I advise the applicant completes these studies to inform the application:

The Greater London Archaeological Advisory Service (GLAAS) give advice on archaeology and planning. Our advice follows the National Planning Policy Framework (NPPF) and the GLAAS Charter. The planning application lies in an area of archaeological interest.

Desk Based Assessment

Desk-based assessment produces a report to inform planning decisions. It uses existing information to identify the likely effects of the development on the significance of heritage assets, including considering the potential for new discoveries and effects on the setting of nearby assets. An assessment may lead on to further evaluation and/or mitigation measures.

I will need to agree the work beforehand and it should be carried out by an archaeological practice appointed by the applicant. The report on the work must set out the significance of the site and the impact of the proposed development. I will read the report and then advise you on the planning application.

NPPF paragraphs 199 - 202 place great weight on conserving designated heritage assets, including non-designated heritage assets with an archaeological interest equivalent to scheduled monuments. Non-designated heritage assets may also merit conservation depending upon their significance and the harm caused (NPPF paragraph 203). Conservation can mean design changes to preserve remains where they are.

NPPF paragraphs 190 and 197 and London Plan Policy HC1 emphasise the positive contributions heritage assets can make to sustainable communities and places. Applicants should therefore expect to identify appropriate enhancement opportunities. If preservation is not achievable then if you grant planning consent, paragraph 205 of the NPPF says that applicants should record the significance of any heritage assets that the development harms.

You can find more information on archaeology and planning in Greater London on our website.

This response only relates to archaeology. You should also consult Historic England's Development Management team on statutory matters.

Officer Comment

A desktop study was included in the submitted ES. A condition was attached to the previous extant scheme regarding archaeological investigation and recording which is also attached to the current application.

Environment Agency (EA)

No representations received (No objections were made to previous planning application).

Highways England

Highways England has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the strategic road network (SRN). The SRN is a critical national asset and as such Highways England works to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

Highways England has undertaken a review of the Transport Assessment (TA) prepared on behalf of Comer Homes Group by Stomor Ltd, accompanying an outline planning application submission. Highways England interests relate to the operation and safety of the SRN, and in proximity to the proposed site. We are interested as to whether there would be any adverse safety implications or material increase in queues and delays on the SRN as a result of this development.

The proposals seek phased comprehensive redevelopment of the North London Business Park to deliver a residential-led mixed use development. The detailed element comprises up to 461 residential units in five blocks reaching 9 storeys, the provision of a 5 form entry secondary school, a gymnasium, a multi-use sports pitch and associated changing facilities and improvements to open space and transport infrastructure, including improvements to the access from Brunswick Park Road and; the outline element comprises up to 1,967 additional residential units in buildings ranging from three to twelve storeys, up to 7,148 sqm of non-residential floor space (use Class E and F) and public open space. Associated site preparation/enabling work, transport infrastructure and junction work, landscaping and car parking, located North London Business Park, Oakleigh Road South, London, N11 1GN.

The site benefits from planning permission for redevelopment (App ref: 15/07932/OUT) which was later granted at Appeal in February 2020. Highways England raised no concerns to this application.

Based on our analysis of the data presented within the TA, the proposals will result in an increase in traffic during peak hours , but given that the site is a good distance away from the SRN i.e. in excess of 10km, we accept the TA conclusions that the development will not impact the safety, reliability and/or operation of the SRN.

Recommendation

We are satisfied that the proposal would not materially affect the safety, reliability and/or operation of the strategic road network (SRN) (the tests set out in DfT C2/13 para 10 and MHCLG NPPF para 111). As such, Highways England raises No Objections. A HEPR is attached.

Thank you again for consulting with Highways England and please continue to consult on other planning applications via our inbox planningse@highwaysengland.co.uk.

CWC and NHS Primary Health Care Centre NLBP

- Comer has been in discussions with CWC and several of the local churches to provide an affordable long leasehold shell of not less than 1900 sqm within Block 3A of the application scheme. CWC is an independent charity which delivers purpose designed and built CWC LiveWell & NHS Primary Health Care Centres in Greater London. CWC owns and manages each LiveWell Centre and delivers local community focused healthy living programmes, social prescribing support and social prescribing programmes from Centres co – located with NHS primary health care. CWC and the local churches are working together to design a joint use of the CWC accommodation.
- CWC's proposal would be to relocate both Oakleigh Road Clinic and Brunswick Park Health Centre into the new NLBP regeneration area and at the same time provide a co – located CWC LiveWell Centre. There is a clear need for the NHS to relocate both practices, which currently occupy out - dated and non - compliant premises, into new purpose designed and built primary health care accommodation. The offer by Comer to provide not less than 1900 sqm of community and health accommodation could secure the relocation of both practices into the heart of the community within the NLBP regeneration scheme; NLBP is within 0.25 miles of each practice.
- CWC opened its first LiveWell Centre in Kew in February 2020 only to shut it 3 weeks later as a consequence of the Pandemic; it reopened again in early 2022 and has since been able to establish proof of concept. More details of the Centre can be found on the public web site below

www.livewellkew.org.uk

CWC's ownership model and integrated delivery concept is supported both by both NHSE and the LEB as the concept is aligned with Central Government, Local Authority, NHS and ICB's policies to provide integrated place - based community and health care; in addition, CWC charity ownership structure underpins sustainable delivery of community and social prescribing care.

- CWC has recently had a series of meetings with NCL NHS to discuss various sites. The discussions included NLBP. During the discussions, the NHS said that it had been supporting the Council's aspirations to redevelop the Osidge Library site to reprovide a new library and health centre for Brunswick Park HC on site with additional residential accommodation; the Council own the freehold of the overall site.

NCL agreed that the CWC proposal to relocate both Brunswick Park HC and Oakleigh Road Clinic into a new purpose designed and built Centre with a CWC LiveWell Centre might provide a better solution for the local community in terms of service delivery and value for money; further work would be required to appraise all potential options for the local community. CWC and NCL NHS have agreed, therefore, to meet with both GP practices to discuss potential relocation options and to consider CWC's initiative at NLBP.

- The relocation of Brunswick Park Health Centre away from its current site could also provide benefits to the Council.

CWC would also welcome the relocation of a redesigned library co – located with the CWC LiveWell Centre as a central feature of the NLBP redevelopment, freeing up the whole of the Osidge library site for alternative uses. There is evidence from Camborne that a library co – located with health care can achieve library membership levels well in excess of the national average; in this case the library would also benefit from spin off membership generated by the CWC LiveWell Centre, particularly within the pre – school /primary school age

groups.

The relocation of both Brunswick Park Health Centre and Osidge Library into a purpose designed new community facility would be a significant local benefit.

- Planning Application 21/4433/OUT is an outline application in relation to Block 3A. If the Council is minded, however, to approve the application, it will be essential to preserve Comer's offer to CWC if the Council and the NHS decide in due course that CWC's proposals offer a better service solution for the local community and better value for money to both the Council and the NHS.
- I have attached CWC's NHS Team's assessment of the floor space requirement for a new CWC LiveWell and NHS Combined Primary Care Centre. I have also attached CWC's standard planning obligations.

Comer's offer to CWC is as follows:

Comer to deliver a long leasehold interest (not less than 99 years) of a shell of the new Centre to CWC in a position and configuration agreed by the Council within Block 3A;

The shell to be available for community provision and uses within Class E;

The Lease to reserve a peppercorn rent and a service charge that is directly related to the Centre's uses and not the overall upkeep of the new development;

The long leasehold to include the use of appropriate car parking and an ambulance bay in locations agreed by the Council.

I would welcome the opportunity to meet with you, appropriate officers and/or Councillors to discuss the content of this email further and before the formal consideration of the application at committee.

I would also wish to address the Planning Committee considering the application.

Thames Water (TW)

Waste Comments

With the information provided, Thames Water has been unable to determine the waste water infrastructure needs of this application. Thames Water has contacted the developer in an attempt to obtain this information and agree a position for FOUL WATER drainage, but have been unable to do so in the time available and as such, Thames Water request that the following condition be added to any planning permission. "No development shall be occupied until confirmation has been provided that either:- 1. Capacity exists off site to serve the development, or 2. A development and infrastructure phasing plan has been agreed with the Local Authority in consultation with Thames Water. 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, or 3. All wastewater network upgrades required to accommodate the additional flows from the development have been completed. Reason - Network reinforcement works may be required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to avoid sewage flooding and/or potential pollution incidents. The developer can request information to support the discharge of this condition by visiting the Thames Water website at thameswater.co.uk/preplanning. Should the Local Planning Authority consider the above recommendation inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Planning Department (telephone 0203 577 9998) prior to the planning

application approval.

With the information provided Thames Water has been unable to determine the waste water infrastructure needs of this application. Thames Water has contacted the developer in an attempt to obtain this information and agree a position for SURFACE WATER drainage, but have been unable to do so in the time available and as such Thames Water request that the following condition be added to any planning permission. "No development shall be occupied until confirmation has been provided that either:- 1. Capacity exists off site to serve the development or 2. A development and infrastructure phasing plan has been agreed with the Local Authority in consultation with Thames Water. 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. Or 3. All wastewater network upgrades required to accommodate the additional flows from the development have been completed. Reason - Network reinforcement works may be required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to avoid flooding and/or potential pollution incidents. The developer can request information to support the discharge of this condition by visiting the Thames Water website at thameswater.co.uk/preplanning. Should the Local Planning Authority consider the above recommendation inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Planning Department (telephone 0203 577 9998) prior to the planning application approval.

There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>.

As you are redeveloping a site, there may be public sewers crossing or close to your development. If you discover a sewer, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>.

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

As per Building regulations part H paragraph 2.21, Drainage serving kitchens in commercial hot food premises should be fitted with a grease separator complying with BS EN 1825-2:2004 and designed in accordance with BS EN 1825-2:2002 or other effective means of grease removal. Thames Water further recommend, in line with best practice for the disposal of Fats, Oils and Grease, the collection of waste oil by a contractor, particularly to recycle for the production of bio diesel. Failure to

implement these recommendations may result in this and other properties suffering blocked drains, sewage flooding and pollution to local watercourses. Please refer to our website for further information : www.thameswater.co.uk/help

Water Comments

With regard to water supply, this comes within the area covered by the Affinity Water Company. For your information the address to write to is - Affinity Water Company The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333.

Supplementary Comments

Wastewater: Wastewater: No detailed designs for Phase 0 & 1 drainage included, only outline for Phases 2-5 (shows connection into Phase 1 design but the specific connection point into our network is unknown from Phase 1.) To discharge condition, provide point of discharge for Phase 0 & 1. Management of surface water from new developments should follow London Plan Policy SI 13 Sustainable drainage, subsection B (the drainage hierarchy). Typically, greenfield run off rates of 5l/s/ha should be aimed for using the drainage hierarchy. The hierarchy lists the preference for surface water disposal as follows; Store Rainwater for later use > Use infiltration techniques, such as porous surfaces in non-clay areas > Attenuate rainwater in ponds or open water features for gradual release > Discharge rainwater direct to a watercourse > Discharge rainwater direct to a surface water sewer/drain > Discharge rainwater to the combined sewer. To assist in capacity assessments, all applications should include current and proposed drainage plans, including points of connection and estimations of flow rates. If greenfield runoff rates cannot be achieved, justification must be provided why this is not possible. Also refer to subsection C (avoiding impermeable surfaces) and consider alternatives to hard surfacing. Include flow split between Phase 0&1, and Phases 2-5 for SW. Brownfield rates in flood risk and drainage document likely significantly overestimate current flows into network because existing attenuation basin not accounted for. Also include if connection is via gravity or pumped. Thames Water are aware of some network constraints in the vicinity of the proposed development. We are however confident that should the planning application be approved, any investigations to understand the network performance in more detail and if required, associated upgrades can be delivered in time to serve the development.

There is no right of discharge of highway drainage into the public sewerage system. An agreement to allow a discharge may be granted under section 115 (WIA 1991) by negotiation between the Highway Authority and Thames Water.

Metropolitan Police Crime Prevention Design Advisor

I do not object to this proposal but due to the reported issues affecting the ward, overall crime levels and size of the development, I would respectfully request that a planning condition is attached to any approval, whereby each phase/development must achieve Secured By Design accreditation, prior to occupation.

Objection: measurable net gain to biodiversity has not been proven, only a preliminary report has been supplied in contravention of CIEEM guidance, insufficient detail supplied on compensation measures. The ecological report is therefore not compliant with BS 42020, NPPF, or CIEEM guidance.

Herts and Middlesex Wildlife Trust

1. NPPF states:

'170. Planning policies and decisions should contribute to and enhance the natural and local environment by:

d) minimising impacts on and providing net gains for biodiversity'

This ecological report does not provide a measurable assessment of biodiversity net gain. It cannot be approved until it does so. A Defra biodiversity metric is required to demonstrate whether a net gain has been achieved and should be supplied before an application can be approved. A net gain is a 10% increase in biodiversity units.

2. A preliminary survey is not appropriate to support a full or outline planning application. The CIEEM guidelines on PEA states:

'1.5 Under normal circumstances it is not appropriate to submit a PEA in support of a planning application.'

Only a full ecological survey which shows how measurable net gain will be achieved is appropriate. The application cannot be determined without this information. The ecological report is not compliant with CIEEM guidance.

3. BS 42020 Biodiversity Code of Practice for Planning and Development states:

6.6.2 An ecological report should avoid language that suggests that recommended actions "may" or "might" or "could" be carried out by the applicant/developer. Instead, the report should be written such that it is clear and unambiguous as to whether a recommended course of action is necessary and is to be followed or implemented by the applicant.'

No such definitive mitigation or compensation measures are contained in the preliminary ecological report. The application cannot be approved without this information and it cannot be left to condition as stated in the preliminary report.

Internal Consultation responses

Transport and Regeneration

No objections subject to appropriate conditions and S106 obligations. Detailed Comments contained within officer section below.

Environmental Health

No Objections raised subject to the attachment of appropriate conditions regarding construction method extraction, noise mitigation and contamination.

Trees and Landscape

No additional comments as planning application building footprints the same as the extant permission.

Ecology

Proposal: Hybrid planning application for the phased comprehensive redevelopment of the North London Business Park to deliver a residential-led mixed use development. The detailed element comprises up to 461 residential units in five blocks reaching 9 storeys, the provision of a 5 form entry secondary school, a gymnasium, a multi-use sports pitch and associated changing facilities and improvements to open space and transport infrastructure, including improvements to the access from Brunswick Park Road and; the outline element comprises up to 1,967 additional residential units in buildings ranging from three to twelve storeys, up to 7,148 sqm of non-residential floor space (use Class E and F) and public open space. Associated site preparation/enabling work, transport infrastructure and junction work, landscaping and car parking.

Dear Andrew,

Thank you for consulting with us on this application and providing the ecology documents, Preliminary Ecological Appraisal (PEA) Report (Greengage Environmental Ltd 2021), Phase 2 Ecology Survey Report (Greengage Environmental 2021) and Biodiversity Impact Assessment Report (Greengage Environmental 2021).

SUMMARY

Having reviewed the ecology documents provided with the application we are satisfied that the evidence provided by the applicant sufficiently addresses potential impacts and implications on biodiversity receptors and therefore it can be recommended that the application may be approved with some conditions attached.

COMMENTS

Bats

The Phase 2 Ecology Survey Report (Greengage Environmental 2021) states that five trees were initially identified as having moderate bat roosting potential but following the PEA Report (Greengage Environmental 2021) it was confirmed that there was an active woodpecker nest and so this was discounted from further survey.

Any trees identified as having low bat roosting potential were not subjected to further survey, in line with Bat Conservation Trust Guidelines (BCT, 2016), any tree for removal would be soft felled under the supervision of a suitably licensed ecologist, if required.

Two emergence/re-entry surveys were undertaken on each of the four trees identified as having moderate bat roosting potential from May to July 2021. No roost activity was noted, and thus roosting bats are confirmed as likely absent from the Site.

In addition to the above, bat activity surveys were undertaken which entailed three walked activity surveys consisting of one walked transect on each occasion and the installation of two static bat detectors in strategic locations across the site for monitoring periods of five consecutive days. The transects identified low levels of

bat activity on site with six species recorded, with most of the activity being from common pipistrelle and soprano pipistrelle.

Large areas of grassland and scrub habitat, as well as large mature trees will be removed from the Site and make way for the proposed development and their loss may significantly impact foraging bats, therefore compensation for the loss of these habitats in the form of extensive landscaping will be delivered on site.

Therefore, further bat/presence/absence surveys on trees or buildings, or activity surveys of the Site are not required, and the information submitted is suitable for assessing impacts to bats.

If at any time following the start of works, should a bat roost or evidence of a bat roost be observed, all work will be required to cease until a suitably licensed bat ecologist has been consulted and advice sought on how best to proceed under current laws and legislation. Where a bat roost is identified, destruction of the roost would usually need to be covered by a European protected Species License obtained from Natural England. The planning authority would need to have sight of any mitigation strategy developed for a licence application in order to address their obligations under The Habitats and Species Regulations 2017 (as amended).

If work is delayed more than one year after the date of the bat surveys (July 2021), repeat Preliminary Roost Assessments (PRAs) on affected trees and buildings should be undertaken along with any follow-up emergence/re-entry surveys, as well as a repeat bat activity survey of the Site.

Reptiles

The Phase 2 Ecology Report (Greengage Environmental Ltd 2021) confirms that surveys using artificial refugia were undertaken in April and May 2021, with seven survey visits being undertaken during this period. A peak count of 18 slow-worm and 11 common lizards were recorded. This is considered a 'good' population for species. However, the assessment for reptiles has been based off only seven survey visits between two months of the active reptile season. Ideally, population assessments should be based off 21 survey visits over the period of March to July and then September. This allows for inclusion of the breeding season, and thus a more accurate determination of population size. Therefore, a follow up assessment of the reptile population should be undertaken to assess if mitigation proposed below is suitable. All results should be detailed within a reptile specific mitigation and habitat management plan and submitted to the LPA for approval.

To reduce the risk of reptiles being harmed a receptor site will be created along the north-western boundary, in advance of any construction works, which will be followed by a trapping exercise to exclude reptiles from the working area. The receptor site will be specifically designed to improve both the botanical and structural diversity of vegetation in order to benefit reptiles. A destructive search of any hibernation features will also be undertaken, and the area made unsuitable for reptile habitation.

Invertebrates

The Phase 2 Ecology report (Greengage Environmental Ltd 2021) states that invertebrate surveys were undertaken on 10 June 2021 and 152 taxa were recorded including 11 with conservation statuses. The invertebrate assemblage is of local interest primarily associated with the open herb rich verges and banks.

The Phase 2 Ecology report also states that given the value for invertebrates associated with the banks surrounding the car park, it is proposed to recreate this habitat at roof level on biodiverse green roofs which

will incorporate a diverse mix of plant species and features such as log piles, rope coils, sandy piles and ephemeral water features.

Further invertebrate surveys are not required; therefore, the information is sufficient for assessing impacts to invertebrates.

Biodiversity Net Gain

As per recommendations detailed within the Preliminary Ecological Appraisal Report (Greengage Environmental Ltd 2021), an assessment of the scheme was undertaken to calculate the ecological value of the pre- and post-development sites using the DEFRA 3.0 methodology. The Biodiversity Impact Assessment (Greengage Environmental Ltd 2021) details the results of this assessment and confirms that the potentials have the potential to result in a net gain of 1.10 habitat units. This equates to a 4.06% increase. In addition, the development will result in a net gain of 0.33 hedgerow units, which equates to a 77.70% increase. However, in order to achieve this net gain, a Landscape Environment Management Plan will need to be produced at final design stage and secured through planning condition. Within the LEMP a final biodiversity assessment will be required

Recent Construction Activity

The applicant recently commenced construction of the school buildings. Pursuant to these works several trees were removed and works to drain the lake carried out. These works were supervised by on site ecologists and are in accordance with previous permissions and consents on the site.

However the school site is located on a different portion of the NLBP site to the area at the top with the reptiles. Contractors connected with the school build accessed this site to store materials and caused some damage to the slow worm habitat. The site was visited by the Council's ecology officer, as a result of which all work in this area ceased and log piles were erected along the site periphery as recommended in the ecology surveys. The applicant also reported themselves to the Police and have provided copies of this to the Local Authority.

While this breach is clearly regrettable it is not in itself a reason to withhold permission and the applicant has taken appropriate steps upon request by Council Officers. Suitable additional conditions are also suggested along with S106 obligations to ensure that suitable replacement habitat is provided either on or off site to the satisfaction of the LPA. Conditions are also attached requiring the provision of Bat and Bird Boxes and a scheme of ecological enhancements.

Capita Drainage Lead Local Flood Authority

This review relates solely to the outline elements of the application comprising the 1,967 additional residential units in buildings ranging from three to twelve storeys, up to 7,148 sqm of non-residential floor space (use Class E and F) and public open space. Associated site preparation/enabling work, transport infrastructure and junction work, landscaping and car parking.

The applicant has submitted additional information, and while this has addressed our previous points, this has brought to light additional concerns that need

addressing at this stage. At present it is recommended this application is not approved for the following reasons:

Hydraulic calculations show several areas of exceedance flooding. It's acknowledged that these are small volumes, will likely reduce at the detailed design stage and can be managed on site; however, additional clarification is required for flood volumes at the final pond storage structure. The drainage layout drawing pond parameters (normal water level, top water level, and cover level) don't align with hydraulic calculation model parameters for this structure. And the exceedance flood volume for this node is potentially underestimated. This flood volume should be confirmed, as well as confirmation that any flooding can be retained on site and won't bypass the final flow control; and,

Half drain times during the 1%+CC AEP event exceed 24 hours. Structures with large half drain times during this AEP event should be confirmed, and if excessively high, additional comments should be provided on how the proposals will ensure the drainage network will have capacity for successive storm events.

Informatives

Given the scale of the development and potential phasing, a phase construction plan will be required. This will need to demonstrate sufficient drainage features will be implemented at each stage of construction to accommodate all contributing areas and discharges surface water runoff

from the developed site at a suitable rate relative to the development area. While the applicant has alluded to this with multiple proposed discharge rates at the penultimate outfall, additional phase hydraulic calculations and phased layouts will be required at the detailed design stage.

It's also noted that several smaller attenuation structures (permeable paving, swales, filter drains, etc) have been modelled within the hydraulic calculations, and while their location has been illustrated in the drainage layout drawing, their design parameters have not been confirmed. Given the outline nature of the application, and smaller attenuation volume provided by these features, we are happy for the design parameters to be confirmed at the detail design stage.

Noting the above, any approval will need to be accompanied a suitably worded drainage condition covering the additional information required at the detailed design stage, and will include the above Informatives.

Typically, we would expect the Drainage Strategy to include the following but not limited to;

A fully labelled SuDS network diagram showing, pipes and manholes, suds features with reference numbers etc.

SuDS design input data and results to support the design.

Infiltration site investigation results showing that infiltration systems are feasible method of discharge for this site, if SuDS infiltration method is proposed;

Appropriate design rainfall i.e. Flood Estimation Handbook (FEH) design rainfall 2013.

Assessment of the proposed drainage system during the 30-year design rainfall according to Design and Construction Guidance, March 2020;

Assessment of the attenuation storage volumes to cope with the 100-year rainfall

event plus climate change. Evidence of Thames Water (Water Company) agreement for discharge to their system (in principle/ consent to discharge) if the proposal includes connecting to a sewer system.

Details of overland flood flow routes in the event of system exceedance or failure, with demonstration that such flows can be appropriately managed on site without increasing the flood risk to occupants or neighbouring properties;

SuDS operation and maintenance plan;

SuDS detailed design drawings;

SuDS construction phasing.

Reason

To ensure that surface water runoff is managed effectively to mitigate flood risk and to ensure that SuDS are designed appropriately using industry best practice to be cost-effective to operate and maintain over the design life of the development in accordance with Policy CS13 of the Barnet Local Plan (2012), Policies 5.13 and 5.14 of the London Plan (2016), and changes to SuDS planning policy in force as of 6 April 2015 (including the Written Ministerial Statement of 18 December 2014, Planning Practice Guidance and the Non-Statutory Technical Standards for Sustainable Drainage Systems) and best practice design guidance (such as the SuDS Manual, C753). Please refer the West London SFRA which has more guidance and checklists available for the developers for application submission.

Officer Comment

It is considered that any outstanding issues can be adequately addressed by conditions as suggested above.

2. DESCRIPTION OF THE SITE, SURROUNDINGS AND PROPOSAL

2.1 Site Description and Surroundings

This planning application concerns the redevelopment of the North London Business Park (the Site), which is located within the Brunswick Park Ward in the east of the London Borough of Barnet.

The Site measures 16.53 hectares, of which approximately 13 hectares comprises of areas of disused open space and car parking. The Site is bounded by the East Coast Mainline railway along the entire western boundary, whilst the New Southgate Cemetery is adjacent to the eastern boundary. Properties to the north and south are predominantly residential, typically characterised by two/three storey suburban detached, semi-detached and terraced housing. The Site does not contain any listed buildings, nor is it located within a Conservation Area.

There are principally 4 buildings on site providing office accommodation in buildings up to ground plus three storeys in a campus style layout. The previous single largest tenant of the site was Barnet Council who occupied approximately over 55% of the total floorspace on the site, before vacating the site in 2017.

St Andrew the Apostle School is also located on the Site having opened as a free school in September 2013, occupying 'Building 5' on a temporary basis, which is a central block to the west of the existing lake.

The northernmost existing building on the Site is currently occupied for function / conference purposes, as well as an existing nursery (Leo's Nursery).

The Site varies significantly in topography with a steep gradient comprising a level difference of 24 m across the Site from the northern boundary to its lowest point at Brunswick Park Road.

A lake currently occupies part of the lower section of the Site, which can be seen upon entry from Brunswick Park Road. This is a man-made structure dating from the mid-1980s with the primary function of water attenuation.

The nearest National Rail stations to the Site are New Southgate to the south and Oakleigh Park to the north, both of which are located within one mile of the Site and provide access to central London within 20 minutes. Also located within one mile of the Site is Arnos Grove Station which provides access to the London Underground Piccadilly Line. New Southgate has also recently been identified as a preferred location for Crossrail 2, which is proposed to connect National Rail networks in Surrey and Hertfordshire and link in with the existing London railway infrastructure, through tunnels connecting Wimbledon and New Southgate.

The Site is served by the 382 bus along Brunswick Park Road connecting the Site from Southgate in the east, to Friern Barnet and Finchley in the west, and also the 34 (connecting the Site from Barnet in the west to Walthamstow in the east) and 251 (connecting the Site from Edgware in the west to Friern Barnet in the east) from Oakleigh Road South. The PTAL of the site is currently 1-2.

The site has two principal access points, one to the south onto Oakleigh Road South (A109) and one to the east onto Brunswick Park Road. There is also a redundant, unused access point to the northern boundary which would provide access to Ashbourne Avenue, were it not currently fenced off. Ashbourne Avenue leads onto Russell Lane (B1453), which comprises a neighbourhood retail frontage.

2.2 Description of the Proposed Development

Planning permission is being sought for the following works (the Proposed Development): *“Hybrid planning application for the phased comprehensive redevelopment of the North London Business Park to deliver a residential-led mixed use development. The detailed element comprises up to 452 residential units (Reduced from 461 as submitted) in five blocks reaching 9 storeys, the provision of a 5 form entry secondary school, a gymnasium, a multi-use sports pitch and associated changing facilities and improvements to open space and transport infrastructure, including improvements to the access from Brunswick Park Road and; the outline element comprises up to 1,967 additional residential units in buildings ranging from three to twelve storeys, up to 7,148 sqm of non-residential floor space (use Class E and F) and public open space. Associated site*

preparation/enabling work, transport infrastructure and junction work, landscaping and car parking..

The planning application is submitted part in full and part in outline with all matters reserved other than access, with the details of both elements provided below.

Detailed Element

The detailed part of the Hybrid Application comprises Phase 1 of the masterplan as identified in the Parameter Plans. This includes the new secondary school and associated facilities together with 452 residential units.

New Secondary School Facilities

A new secondary school is proposed to be located in the south-eastern corner which will provide a purpose built and larger facility for the St Andrew the Apostle Greek Orthodox School which are currently operating out of converted office accommodation in Building 5. While the form of the proposed school building and ancillary space differs from the original approval under outline application 15/07932/OUT, a drop in S73 application (Ref 22/1579/S73) was approved by the Strategic Planning Committee in July 2021 (Decision issued in October 2022 following completion of Deed of Variation). The school proposals in the current application are identical to those approved under the S73 application.

Residential Accommodation

In addition to the secondary school facilities, Phase 1 also proposes the delivery of 454 residential units in five development blocks with the following unit mix

Phase	Unit sizes				Total proposed units
	1 bed	2 bed	3 bed	4 bed	
1	152	198	94	8 (inc 7 houses)	452
Percentage	33.6%	43.8%	20.8%	1.8%	100%

Outline Element

The outline element of the Hybrid Application comprises Phases 2-5 detailed on the masterplan and Parameter Plan. The outline elements are predominantly residential, however also include provision for complementary non-residential uses such as office floorspace, small-scale retail floorspace and community facilities, alongside the provision of public open space, play space and other infrastructure.

Residential Accommodation

The outline elements of the application propose the delivery of an additional 1967 residential across within four development phases. The unit split and configuration is set out below.

Phase	Unit size			Total. of proposed unit
	1-bed	2-bed	3-bed	
2	11	37	107	155
3	85	315	85	485
4	129	478	128	735
5	104	385	103	592
Total	329	1,215	423	1,967
Percentage	16.7%	61.8%	21.5%	100%

Non-Residential Floorspace

The application proposes approximately 7,148 sqm of non residential floorspace falling within Classes E & F of the uses classes order. The breakdown of the proposed space is as follows:

- Community floorspace – 1,908sqm
- Childcare – 960sqm
- Office – 2,552sqm
- Retail – 1,728sqm

Post submission following discussions with the local health trust the community space is now currently proposed to include provision for a new health centre as well as space for a collection of faith groups. The community floorspace proposed within this mix has been increased as a result of this at the expense of a small reduction in the amount of retail and office space.

Car Parking

In addition to the school car parking residential car parking is proposed to be located within basement car parks with some additional on street parking spaces for visitors. For Phase 1 - It is proposed to provide car parking at a ratio of approximately 0.8 spaces per dwelling resulting in a total of 367 car parking spaces for the 445 total dwellings. A similar ratio is currently proposed for the outline elements of the proposals although the final details will be established at reserved matters stage.

Access

It is proposed to utilise the existing access routes into the Site at both Oakleigh Road South and Brunswick Park Road. In order to provide a safe entry and egress point for the School, it is proposed to undertake off-site improvements through the introduction of a new signalised junction and carriageway improvements.

The application also proposes to reopen an extinguished connection at Ashbourne / Weirdale Avenue, which is currently fenced off for pedestrian and cycle traffic only. This element has already been consented in the previous outline approval (15/07932/OUT).

Landscape

The Proposed Development would provide a total of 20,250sqm of usable open space which will include provision for playspace. This is predominantly laid out in

three main parks, with additional publically accessible open space located throughout the development.

The existing surface water attenuation lake in the south-eastern portion of the Site is retained but slightly reconfigured to reflect the location of the School, as well as maximising the landscape enhancements in the surrounding parkland. It is noted that the alterations to the lake have already been approved under the S73 approval earlier this year.

Scheme amendments in the course of the application

Following the initial consultation and assessment of the application, there have been amendments to the scheme.

A summary of the changes are as follows:

3 August 2022

Increase in community floorspace from 960 sqm to 1908 sqm within Block 3a. This involves a corresponding decrease of 474 sqm of retail space and 474 sqm of office space within Block 3a.

Reduction in number of single aspect units within blocks 1C, 1D and F and improvements in daylight to proposed units. This has had the effect of altering 10 x 1 bed units in block 1C to 5 2 bed units, two one bed units in Block 1D into a dual aspect 3 bed unit, and one 3 bed unit in block F changing to 2 x 3 bed units. As a result of the changes the number of units within the full part of the proposals has reduced from 454 to 445 units.

No consultation was carried out specifically in relation to these changes, as the changes did not materially affect surrounding properties and the minor reduction in the number of units would have been unlikely to have affected the comments which had been made.

October 2022 Changes

Amendments to proposed Brunswick Park Road junction providing for a signal controlled junction to replace the existing crossroads arrangements and widening the eastern side of Brunswick Park Road, requiring an alteration to the Goldril Drive part of the junction along with additional junction widening of the site access.

Residents were consulted in relation to these changes for a period of 21 days.

3. PLANNING CONSIDERATIONS

3.1 Environmental Impact Assessment (EIA)

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.

Screening and Scoping for EIA development

An Environmental Statement (2015 ES) was approved as part of the original hybrid planning permission. The current application effectively covers the same topics as the previous Environmental Statement namely:

- Air Quality
- Ground Conditions (Contaminated land)
- Noise and Vibration
- Biodiversity (including updated surveys)
- Sustainability
- Cultural Heritage (Principally Archaeology)
- Drainage and Water Resources
- Transport
- Townscape and visual Assessment.

The scope of the assessment is considered acceptable, the findings are discussed where relevant in the sections below.

3.2 Principle of Development

Employment

The basic principle of the redevelopment of the North London Business Park for a residential led mixed use development has already been established by the previous extant approval (Ref 15/07932/OUT). It is worth noting that while the previous 2016 London Plan and the 2012 Local Plan identified the site as Strategic Employment Land this reference was removed in the 2021 London Plan and is not identified as such in the emerging Barnet Local Plan currently going through examination.

The previous extant approval did however provide 5,177 sqm of non residential floorspace including B1 office space and a new nursery and community space. The current application proposes 7,148 sqm of Class E and F floorspace. This would include a reprovision of the type of B1 starter units currently occupying the Comer innovation Centre along with a proposed health centre and multi faith community space. A small scale nursery will also be provided as a result of the socio economic assessment which identified a shortfall locally.

The provision of further, flexible non-residential floorspace will provide a range of benefits to the scheme including activating the ground floors of the central buildings, creating a vibrant mixed-use scheme which draws people to the site throughout the day, and providing additional local services and amenities which will benefit both existing and future residents in the area.

Overall therefore, the Council considers that the removal of the Industrial Business Park designation is appropriate in this instance in line with the provisions of the NPPF and London and Local Plan Policy. The proposal provides the opportunity to deliver a mixed use development that will better reflect the needs of the local community, whilst retaining some SME/incubator employment to serve local start-up businesses.

Housing

The National Planning Policy Framework (NPPF) states that planning law requires applications for planning permission to be determined in accordance with the development plan, unless material considerations indicate otherwise. Development that that accords with an up-to-date Local Plan should be approved.

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

Barnet Local Plan documents also recognise the need to increase housing supply. Policies CS1 and CS3 of the Barnet Core Strategy expect developments proposing new housing to protect and enhance the character and quality of the area and to

optimise housing density to reflect local context, public transport accessibility and the provision of social infrastructure.

The site is identified in the emerging Barnet Local Plan site allocation identifies the site as capable of providing 1350 residential units which reflects the extant approval. This however does not mean that the provision of a greater number of units would be contrary to emerging policy as housing targets are a minimum rather than a maximum and the provision of an increased number of units would contribute towards Barnet's housing supply and 5yrs. This is subject to other considerations below such as those regarding the form and design of the development and other impacts such as transport.

Housing Density

Chapter 11 of the National Planning Framework (Revised 2019) (NPPF) states that:

Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or 'brownfield' land.

This strategic objective to optimise redevelopment opportunities within sustainable locations is reinforced within the London Plan 2021.

The previous London Plan (2016) set out a density matrix which served as guidance for appropriate densities in different locations and with varying levels of accessibility. However, the new London Plan 2021 takes a less prescriptive approach stating inter alia, that the density of a development should result from a design-led approach to determine the capacity of the site. This should consider site context, its connectivity and accessibility by walking and cycling, existing and planned public transport (including PTAL) and the capacity of surrounding infrastructure. Policy D3 goes on to state that proposed residential development that does not demonstrably optimise the housing density of the site in accordance with this policy could be refused.

The density of the proposed development would equate to 147 units per hectare. The 2021 London Plan advises that where higher densities (exceeding 350 units per hectare) or tall buildings are proposed this is subject to additional design scrutiny (Policy D2). Policies D1, D1A and D1B of the 2021 London Plan place a great emphasis on a design-led approach being taken to optimising the development capacity of a particular site and to make the best use of land, whilst also considering the range of factors set out in the preceding paragraph.

The density of the proposed scheme which follows a design based approach and involves extending upwards from the approved extant permission is broadly considered appropriate by officers subject to further assessment on design and highways.

These comments are reflected in the GLA comments which do not raise any strategic concerns and instead, considers that the densities across the site are broadly appropriate subject to further assessment on design and transport.

Education

Currently the St Andrew the Apostle Free School occupies Building 5 of the NLBP site, operating as a 2-form entry secondary school although temporary permission has been sought to expand this to 5 form utilising additional buildings in NLBP. It is understood that the current facilities are not ideal from an educational perspective utilising converted office space with limited outdoor play facilities. The current application seeks to replace this facility with a new purpose campus fronting Brunswick Road with purpose built outdoor recreation space beyond. The new school would represent both a qualitative and quantitative improvement and is welcomed in Planning Terms in Land Use Terms.

While the proposed amended school building would constitute a significant benefit of the scheme, permission for the proposed school building has already been granted under S73 application 22/1579/S73 and is currently under construction.

Retail and community uses

In addition to the commercial and residential elements of the proposal, the application also proposes up to 1,728sqm sq.m of retail floor space and 1908 sqm of Community floorspace and 960 sqm of childcare space. This represents a slight reduction of retail space from 2017 sqm in the extant permission and an increase in the community floorspace which was 744 sqm in the extant approval.

In relation to the proposed retail space, the purpose of its inclusion was to enable active ground floor frontages and to cater for local convenience needs rather than attracting visitors from outside the site. On this basis the proposed retail centre is unlikely to adversely affect any neighbouring shopping centres and is considered acceptable. The re-provision of the increased quantum of community floorspace is also welcomed and is in accordance with Policy.

Sport facilities

The northern area of the site was historically used as a private sports field for the former STC/Nortel business occupiers, and associated changing facilities/club, however it is understood that this has not been in use since the 1990s. The detailed proposals for the school include provision of an all-weather sports pitch, an indoor sports hall and a multi-use games area (MUGA) on the roof of the building. These facilities would be managed and maintained by the school, but are proposed to be made available to the wider community outside of school hours, which is welcomed. Council officers consider that the proposed sports facilities provision would adequately mitigate against the loss of the historic sports facilities on the site and the proposal.

3.3 Housing Quality

A high quality built environment, including high quality housing in support of the needs of occupiers and the community is part of the 'sustainable development' imperative of the NPPF. It is also implicit in the new London Plan 2021. It is also a relevant consideration in Barnet Core Strategy Policies CSNPPF, CS1, CS4, and CS5 Development Management DPD policies DM01, DM02 and DM03 as well as the Barnet Sustainable Design and Construction SPD and the Residential Design Guidance SPD.

Unit mix

London Plan Policy H10 sets out schemes should generally consist of a range of unit sizes. To determine the appropriate mix of unit sizes, applications should have regard to robust local evidence, the requirement to deliver mixed and inclusive neighbourhoods, mix of uses in the scheme, the nature of the location (with a higher proportion of one and two bed units generally more appropriate in locations which are closer to a town centre or station with high PTALs) and the aim to optimise housing potential on sites.

Development Management Policy DM08 sets out that a mix of dwelling types and sizes should be provided in order to provide choice for a growing and diverse population.

In terms of the unit split the detailed phase 1 development proposes the following unit split: 152 1-bed units (33.6% of Phase 1), 198 2-bed units (43.8% of Phase 1), 94 3-bed units (20.8% of Phase 1) along with two 8 bed units (1.8%).

Phase	Unit sizes				Total proposed units
1	1 bed	2 bed	3 bed	4 bed	452
	152	198	94	8 (inc 7 houses)	
Percentage	33.6%	43.8%	20.8%	1.8%	100%

The outline elements of the application propose the delivery of an additional 1967 residential across within four development phases. The unit split and configuration is set out below.

Phase	Unit size			Total. of proposed unit
	1-bed	2-bed	3-bed	
2	11	37	107	155
3	85	315	85	485
4	129	478	128	735
5	104	385	103	592
Total	329	1,215	423	1,967
Percentage	16.7%	61.8%	21.5%	100%

In terms of dwellings types which constitute family accommodation provision, the London Housing Design Guide classifies family housing as all units upwards of 2 bedroom 3 person units. It is worth noting that all of the 2 bed units proposed in Phase 1 are larger 2 bed 4 person units.

As such while the total percentage of three bed units represents 19.8% of the total number of units, the total percentage of family housing represents 66% of all units. Overall therefore it is considered that the proposal proposes an appropriate split in housing type to address housing preference and need in accordance with the abovementioned policy.

Affordable Housing

London Plan Policy H4 sets a strategic target that 50% of all new homes delivered across London are genuinely affordable. To achieve this aim, major developments which trigger affordable housing requirements are required to provide affordable housing through the threshold approach. Affordable housing should be provided on site. Affordable housing must only be provided offsite or as a cash in lieu contribution in exceptional circumstances.

London Plan Policy H5 states that the threshold level of affordable housing is set at a minimum of 35%. To follow the fast-track route, developments must meet or exceed the threshold level, be consistent with the relevant tenure split, meet other policy requirements and obligations and demonstrate that they have taken account of the strategic 50% target. Where developments do not qualify for the fast-track route, it must follow the Viability Tested route. This requires detailed supporting viability evidence to be submitted in a standardised and accessible format as part of the application and could be subject to early, mid or late-stage reviews.

Development Management Policy DM10 sets out that the maximum reasonable amount of affordable housing will be required on site, subject to viability, from all new sites providing 10 or more units, having regard to the borough wide target of 40%.

The extant approval provided for 10% affordable housing within the development. The proposal as submitted proposed the same with 10% affordable housing proposed for both the extant baseline position as well as the uplift. A Financial Viability Assessment was submitted in support of the application which was independently assessed by Carter Jonas on behalf of LBB as well as by GLA viability officers. As a result of these discussions, the applicant subsequently agreed to increase the affordable housing offer so that it would provide 35% of the uplift units as affordable housing in accordance with GLA policy. The overall percentage on the entire scheme would be around 21% by both unit and habitable room. The revised split of the proposal is as follows:

# beds	Habs pu	# units	Tenure	# habs
1	2	383	PD	766
2	3	1,101	PD	3,303
3	4	380	PD	1,520
4	5	52	PD	260
1	2	20	AR	40
2	3	136	AR	408
3	4	90	AR	360
1	2	92	SO	184
2	3	174	SO	522
		2,428		7,363

PD = Private

AR = Affordable Rented

SO = Shared Ownership

The GLA's viability officer has advised that they consider that the revised affordable housing offer is the maximum viable amount which can be provided. The GLA have however suggested that Early, Mid and Late stage viability reviews should be carried out in order to pick up any future uplift in values to enable to the deliver of additional affordable housing. Subject to these reviews the revised offer is considered appropriate by LBB officers and the uplift in affordable housing units represents a significant benefit of the revised scheme.

Floorspace standards

Housing standards are set out in the Nationally Described Space Standards (NDSS), London Plan Policy D6 and London Housing SPG and Barnet's Sustainable Design and Construction SPD. All the dwellings in the within the development meet the minimum standards as demonstrated in the applicant's supporting documents in relation to the unit and room sizes as such the proposal is fully in accordance with the above policies.

The application supporting documents indicate that all of the proposed units within Phase 1 will meet these standards. It will be necessary for the future phases 2-5 to address these minimum floorspace requirements or any update to the standards at the time of later reserved matters applications.

Lifetime Homes and wheelchair housing standards

Barnet Local Plan policy DM02 requires development proposals to meet the highest standards of accessible and inclusive design, whilst policy DM02 sets out further specific considerations. All units should comply with Lifetime Homes Standards (LTHS) with 10% wheelchair home compliance, as per London Plan policy 3.8.

London Plan Policy D7 (Accessible Housing) require 90% of units to meet M4 (2) (accessible and adaptable) and 10% to meet M4 (3) wheelchair standards

In respect of LTHS, while this legislation has been abolished the applicant advises in their application submission that all units will be built to either M4 (2) or M4 (3) standards which have replaced LTHS.

In respects of wheelchair housing, the applicant has advised that 10% of all units will be built to wheelchair standards which is in accordance with this policy.

Fire Safety

London policy D12 (Fire safety) requires all development proposals to achieve the highest standards of fire safety and comply with a number of criteria set out in the policy, including: identifying outside space for fire appliances to be positioned on; appropriate fire alarm systems; suitable and convenient means of escape; evacuation strategies for all users; and the provision of suitable access and equipment for firefighting. All major development proposals should be submitted with a Fire Statement, which is an independent fire strategy, produced by a third party suitably qualified assessor to address all of the requirements set out in the policy.

A fire statement has been prepared by a third party suitably qualified assessor demonstrating how the development proposals would achieve the highest standards of fire safety, including details of construction methods and materials, means of escape, fire safety features and means of access for fire service personnel.

As such it is considered that the proposal is in full compliance with the London Plan Policy D12 in this regard. A condition will also be attached to ensure its satisfactory implications.

Amenity space

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

Policy D6 states that where there are no higher local standards in the borough Development Plan Documents, a minimum of 5 sqm. of private outdoor space should be provided for 1-2 person dwellings and an extra 1 sqm should be provided for each additional occupant, and it must achieve a minimum depth and width of 1.5m.

Each residential dwelling has access to private amenity space which meets this minimum requirement, through the use of a variety of measures including private balconies, terraces, wintergardens or gardens. Additional communal amenity space will be provided on some of the rooftop spaces within the outline phases.

The masterplan includes significant amounts of semi-private and public open spaces too. Each residential block will have access to an internal courtyard for residents of that block, which will provide a range of play space for younger children and also space for other residents to enjoy. In the centre of the site, and at

the southern boundary, extensive parkland will be provided for both existing and future residents to enjoy. The central parks will be located around the non-residential uses to generate activity throughout the day and ensure that this is a high quality place to live and visit.

On balance the provision of both private and communal amenity space is considered acceptable.

Playspace and Open Space

Policy S4 of the London Plan seeks development proposals to incorporate good-quality, accessible play provision for all ages and at least 10sqm of playspace should be provided per child. London Borough of Barnet Core Strategy Policy CS7 requires improved access to the children's play space from all developments that increase demand, and Policy DM02 requires development to demonstrate compliance with the London Plan.

In terms of the application proposals the Proposed Development would provide a total of 20,250sqm of open space throughout the development. The size of these spaces would allow for the provision of appropriate play provision within the development although this will have to be balanced against other users of the open space in question.

The Landscape Chapter of the Design and Access Statement, and the Landscape Drawings accompanying the advise that a wide selection of play spaces are proposed through the scheme. Provision for all 0- 5 year olds and all 5-10 year olds will be brought forward through a combination of Doorstep Playable Space and Neighbourhood Playable Space.

The Doorstep Playable Space is provided within each residential block in the internal courtyards, whilst neighbourhood facilities are provided within four separate locations, two of which are to be brought forward in Phase 1.

The GLA have expressed some concerns regarding play provision within Phase 1 and advised that the applicant explores options of providing additional play provision on site and failing that a financial contribution towards Barnet Council to provide improvements off site. These matters are secured as part of the conditions and heads of terms and subject to these safeguards is considered acceptable in this instance.

Urban Greening

London Plan Policies G1 and G5 embed urban greening as a fundamental aspect of site and building design. Features such as street trees, green roofs, green walls, rain gardens, and hedgerows should all be considered for inclusion and the opportunity for ground level urban greening should be maximised. The applicant has calculated that the scheme would achieve an Urban Greening Factor score of 0.42 across the completed masterplan, this exceeds the target of 0.4. This is considered acceptable.

3.4 Design

The National Planning Policy Framework (revised, 2021) makes it clear that good design is indivisible from good planning and a key element in achieving sustainable development. This document states that permission should be refused for development which is of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions. It identifies that good design involves integrating development into the natural, built and historic environment and also points out that although visual appearance and the architecture of buildings are important factors; securing high quality design goes beyond aesthetic considerations.

The London Plan 2021 policy D1B requires development to respond to the existing character of a place by identifying the special and valued features and characteristics that are unique to the locality and be of high quality, with architecture that pays attention to detail, and gives consideration to the use of use of attractive, robust materials which weather and mature well. Policy D2 (Delivering good design) requires masterplans and design codes to help bring forward development and ensure it delivers high quality design.

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

Masterplan Concept

The proposed illustrative masterplan is based on a hierarchy of streets and interconnected open spaces framed by buildings of varying scale height and density. The streets form a series of perimeter blocks with active ground floor frontages which provide clear and legible routes through the site. It is noted that the overall position of the proposed blocks and road layout is unchanged in the current application from the extant approval.

The masterplan responds to the typography and the surrounding lower density housing to the north and north east of the site (Within the Outline Element), with development in these zones consisting predominately of houses limited to a maximum of three storeys in height. Three storey blocks are also proposed on the south eastern portion of the site fronting Brunswick Crescent and three central blocks 1D, 1E and 1F drop down to three storeys where they adjoining the

It is noted that the places where height has been increased they are not on those parts of the site where the development directly adjoins lower height 2 storey residential housing. As such the main impact on assessing the height changes is from a townscape rather than a neighbouring amenity perspective. It is also noted that the detailed design of the future outline section would be provided as part of a future reserved matters application and as such might not reach the maximum storey heights in all instances.

Tall buildings assessment

Barnet Core Strategy defines tall buildings as buildings of 8 storeys or 26m and states that they may be appropriate in strategic locations subject to detailed assessment criteria. The application site is located outside of the identified strategic locations.

Policy D9 of the London Plan 2021 state that tall buildings should be part of a planned and design-led approach, incorporating the highest standard of architecture and materials and should contribute to improving the legibility and permeability of an area, with active ground floor uses provided to ensure such buildings form an appropriate relationship with the surrounding public realm. Tall buildings should not have an unacceptably harmful impact on their surroundings in terms of their visual, functional, environmental and cumulative impacts, including wind, overshadowing, glare, strategic and local views and heritage assets. Policy D9 states that tall buildings should only be developed in locations that are identified as suitable in development plans.

Local Development Plan Policy DM05 'Tall Buildings' further advises that:

'Tall buildings outside the strategic locations identified in the Core Strategy will not be considered acceptable. Proposals for tall buildings will need to demonstrate:

- i. an active street frontage where appropriate
- ii. successful integration into the existing urban fabric
- iii. a regard to topography and no adverse impact on Local Viewing Corridors, local views and the skyline
- iv. not cause harm to heritage assets and their setting
- v. that the potential microclimatic effect does not adversely affect existing levels of comfort in the public realm.

Proposals for redevelopment or refurbishment of existing tall buildings will be required to make a positive contribution to the townscape.'

The proposal is not located within an identified tall building area and is similarly not proposed as a tall building area in the Reg 22 Local Plan currently going through examination. The applicant has however made representations to the EIP and until such stage as we have received formal feedback from the Inspector in relation to the new Local Plan limited weight can be attached to this document.

It is also worth noting that the previous planning application (15/07932/OUT) which proposed buildings of up to 9 storeys in height was refused by Barnet Council due to the following reasons:

'The proposed development, by virtue of its excessive height, scale and massing would represent an over development of the site resulting in a discordant and visually obtrusive form of development that would fail to respect its local context and the pattern of development in its context, to such an extent that it would be detrimental to the character and appearance of the area. The proposal would therefore not constitute a sustainable form of development and would be contrary to policies CS NPPF, CS5, DM01 and DM05 of the Barnet Local Plan Core Strategy and Development Management Policies (September 2012), policies 3.4, 7.4, 7.6 and 7.7 of the London Plan (July 2011, October 2013 and January 2014).'

The applicant appealed this refusal and a Public Inquiry was held on 9 -11 October and 9 November 2018. The Planning Inspector in his reasoning considered the proposed development was contrary to policy DM05 which explicitly states that tall buildings outside a tall building area would not be permitted, this policy was not fully in accordance with the equivalent and more recent London Plan Policy 7.7 which allowed for the potential of tall buildings being considered acceptable outside tall building areas subject to an appropriate design assessment and justification.

The inspector concluded in their assessment that the heights of buildings along the boundaries of the site with surrounding residential properties were sufficiently dropped down in scale safeguarding the amenity and outlook from these properties. The taller elements elsewhere in the scheme were considered appropriate in scale by the Inspector located fronting open space or roads. The Inspector noted that the *'higher elements of the proposed development would be visible from other locations in the surrounding area, such as from Fernwood Crescent on the opposite side of the railway line, from Pine Road to the north and from New Southgate Cemetery to the south-east. But the high buildings would only be glimpsed in the background and from some distance away. It is worth noting, in this regard, that a characteristic of the London cityscape, even in the suburbs, is the glimpses of tall buildings from many public vantage points.'*

In conclusion the Inspector's weighed up the conflict with Development Plan Policy DM05 against his assessment of the appropriateness of the scale and townscape of the development along with identified scheme benefits such as the provision of the school and needed residential accommodation in recommending that the scheme was approved. This decision was subsequently endorsed by the Secretary of State at the time.

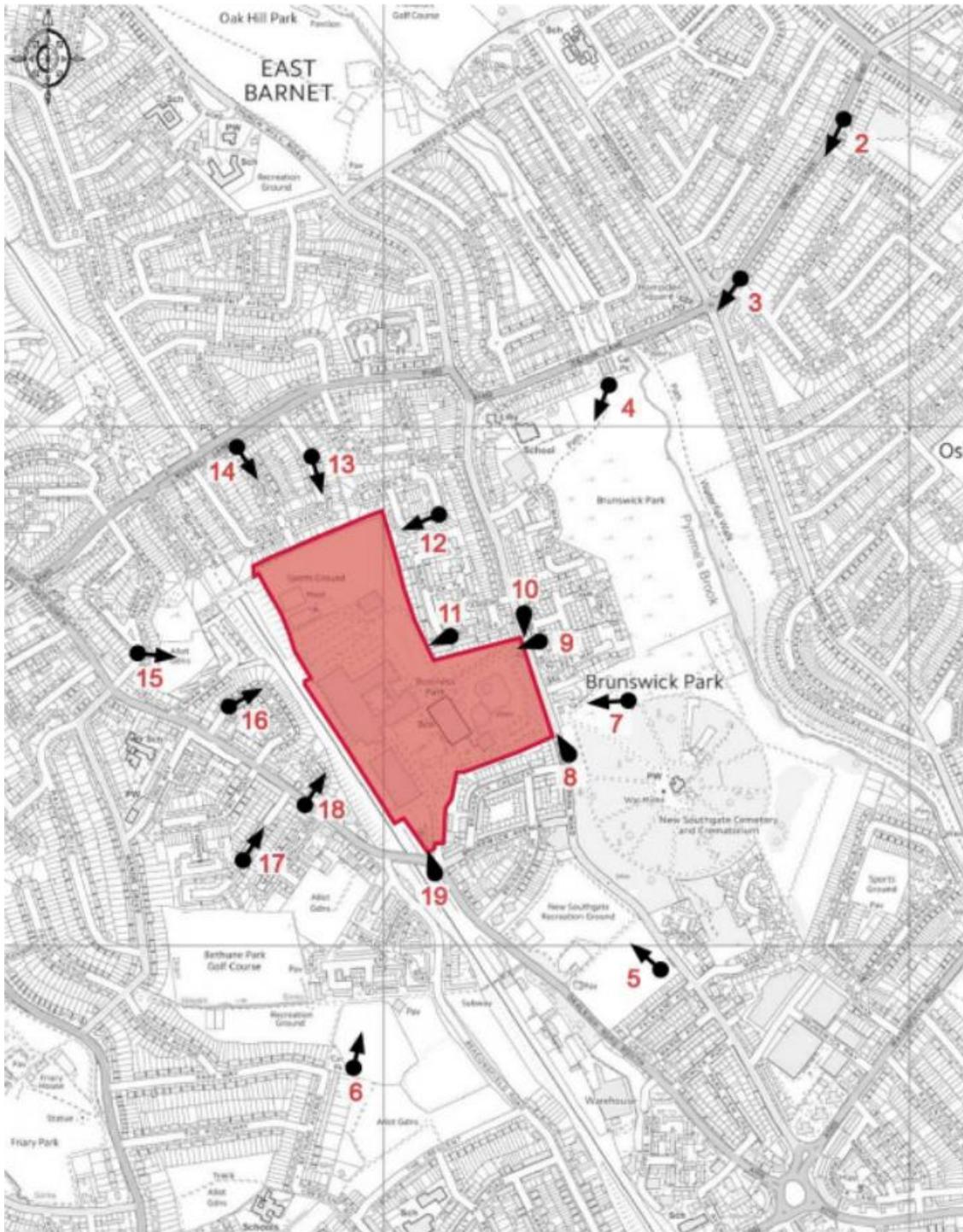
While the proposal is located outside an identified strategic location, this is not in itself considered sufficient grounds for the application to be refused, as planning policy requires Local Authorities to take into account other material planning considerations which can include urban design justifications for a departure, absence of planning harm along with any benefits which the scheme brings forward.

In the light of the Inspector's decision it is insufficient to refuse the scheme based on non compliance with Policy DM05 in itself in the absence of identification of harm. As mentioned above as the increases in height are not in those sections of the site directly adjoining neighbouring suburban housing the main impact to

consider is the Townscape Assessment submitted with the submitted Environmental Statement.

Visual impact and views

The applicant has submitted a detailed Townscape and Visual Impact Assessment which includes viewpoints from 19 different locations around the site as illustrated on the map below:



Ordnance Survey © Crown Copyright 2015. All rights reserved. Licence Number 100022432. Plotted scale - 1:13675.

The Townscape and Visual Impact Assessment demonstrates that the development would be of limited visibility from the surrounding area, with the closer views from the east i.e. the 11, 12, 13 & 14 views being effectively the same as the extant scheme. There is a higher magnitude of change when viewed from the west i.e. views 16 and 19, as well as viewpoint 7 to the east however these views are at a distance and across a railway line and an avenue of trees in relation to views 16 & 18, so difficult to establish as harmful, particularly in the context of the tall buildings deemed acceptable by the Inspector on the previous application.

As such the Officer's conclusions are that the proposed changes in scale would not significantly impact the townscape impact on the surrounding area. While there is some minor degree of harm this needs to be weighed up against other scheme benefits (and any additional harm) including the proposed additional housing including affordable.

Character and appearance

Both the Phase 1 detailed design component and the information submitted in support of the outline Development phases 2- 53 indicate a high quality design which will improve and enhance the site and the wider area. It is also noted that the design principles have not significantly changed from the extant permission. The following key attributes are noted in particular:

- A traditional architectural composition of a defined base, middle and top. The ground floor of the blocks is carefully designed to ensure that they provide active frontage and natural surveillance of the street. A defensible zone or landscape buffer is provided for residential dwellings which have a front door and habitable rooms and private amenity space fronting the street
- A traditional organisation to dwelling design, employing mansion block and terrace house formats as well as perimeter flat blocks and tall building elements.
- Contemporary architectural design employing a limited palette of high quality materials, including a prevalence of face brick as the primary material as well as other secondary materials to provide a degree of variation across the site as well as articulation of individual buildings.
- Façade detailing including the attention paid to the pattern of fenestration, deep recesses and design and organisation of private balconies and other features, further reinforce a sense of a high quality appearance and enduring architectural character.

Layout and connectivity

The site layout comprises a network of streets providing access and connectivity in and around the site and defining the perimeter block arrangement of buildings and the public open spaces across the site.

Vehicular access into the site is via two the two existing access points i.e. Oakleigh Road South to the South-West and Brunswick Park Road to the East. Additionally a

pedestrian and cycling link is proposed to the North to Weirdale allowing pedestrians and cyclists easy access to the shops and busses on Russell Lane . These provide the primary route through the site. More minor roads provide servicing and access to the remainder of the development. It is noted that this link was authorised in the previous permission and is not further altered under this application.

The improved connectivity and permeability of the site, which accords with the intent of London Plan and Barnet Core Strategy reconnects the site with its surrounding neighbourhoods providing access to its proposed facilities (retail and community) uses and public open spaces) as well as improved access to adjacent public transport and wider networks such as cycling routes.

Safety, security and crime mitigation

Pursuant to London Plan policy D11 (Safety, Security and resilience to emergency) and Barnet Core Strategy policy CS12, the scheme is considered to enhance safety and security and mitigate the potential of crime over and above the existing estate.

the scheme is considered to enhance safety and security and mitigate the potential of crime because:

- Routes through the site and network of spaces are legible and will be well maintained noting that the scheme is supported by an estate management plan
- It is considered that the design details provide a clear indication of whether a space is private, semi-public or public, with natural surveillance of publicly accessible spaces from buildings at their lower floors achieved across the entire site
- The design including active ground floor frontages and surveillance and mix of uses encourages a level of human activity that is appropriate across the site, which will maximize activity throughout the day and night, thereby creating a reduced risk of crime and a sense of safety at all times
- The network of communal spaces spaces proposed are considered to be laid out and detailed in such a way to promote an appropriate sense of ownership
- Security measures will be integral to the design of buildings with details secured through appropriately worded conditions, it being noted that the MPS Designing Out Crime Officer has provided advice on achieving Secured by Design accreditation for the scheme
- The design of the scheme including perimeter development, defensible frontages and active ground floors across the site is considered to minimise the safety and security interventions needed and therefore the demands of ongoing management and maintenance costs

The Metropolitan Police were consulted on this application and did not raise any objections, but requested a condition is attached to ensure that the development secures secured by design accreditation. A condition is attached to this effect requiring the applicant to demonstrate compliance with secured by design principles.

Conservation and Archaeology

The preservation and enhancement of heritage assets is one of the 12 core principles of the NPPF. It is a statutory obligation of the Planning (Listed Buildings and Conservation Areas) Act 1990 to consider the special architectural and historical interest as well as the setting of listed buildings as well as the character and appearance of conservation areas. Saved PPS5 'Planning and the Historic Environment' provides guidance regarding consideration of designated and non-designated heritage assets. In addition, London Plan policy HC1 and Barnet Core Strategy CS5 and DM06 variously require the consideration of the impact to heritage assets including listed buildings, conservation areas and archaeology.

In respect of archaeology, the application is not located in an area of interest however the submitted Environmental Statement identifies two surviving air raid shelters, historic industrial activity and potential human remains. The applicant has proposed to provide a watching brief to record the air raid shelter and industrial heritage which is welcomed and safeguarded by condition. While the comments from Historic England are noted, the areas of interest in question are in the later outline elements of the scheme and are therefore considered appropriate to cover by condition as was the previous application.

In respect of potential impact on Listed Buildings and Conservation Areas, no Conservation Areas, Listed Buildings or registered parks are located within 1km of the site., while some Listed Buildings are located within 2 km of the site, it is considered that proposal would not result in any demonstrable impact due to the distance and the limited visibility of the site in longer views.

3.5 Amenities of Neighbouring and Future Residents

Part of the 'Sustainable development' imperative of the NPPF 2012 is pursuing improvements to amenity through the design of the built environment (para 9). Amenity is a consideration of London Plan 2011 policy 2.6 'Outer London: Vision and Strategy' and is implicit in Chapter 7 'London's Living Places and Spaces'. In addition Barnet Development Management Policies DPD (2012) DM01 as well as the Sustainable Design and Construction SPD provide further requirements and guidance.

Privacy, overlooking and outlook

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

Privacy and separation to surrounding sites

The majority of the proposed buildings are located over 11m from site boundaries, being located between 30-55m from rear elevations of surrounding properties. It is noted that all larger blocks all of these are located over 40m from neighbouring properties. Due to these distance separations the proposal would not result in any

demonstrable loss of daylight/ sunlight or privacy. It is also worth noting that the heights of the blocks neighbouring low rise surrounding properties are not being increased in height from the extant permission.

The only instance where buildings are located closer than 11m to the respective boundaries are in the case of the flank walls of the 3 storey wings to blocks 1E and 1F. A condition is attached requiring any windows on these elevations to be fitted with obscure glazing in order to ensure no impact on privacy.

Privacy and separation within the site

In relation to buildings within the site, all of the proposed apartment buildings have large central amenity areas, resulting in a distance separation of between 30 – 76m between opposing flanks. These distance far exceed minimum policy requirements and are considered acceptable.

Noise and general disturbance

No significant new or cumulative operational noise impacts are identified for neighbours as a consequence of the proposed development. Whilst there is an increase in the intensity of use of the site, the use is consistent with the residential character of the wider area. The commercial and community uses including the school are appropriately located and accord with the redevelopment intent of the adopted planning brief.

In considering the potential impact to neighbours, conditions are recommended to ensuring that any plant or machinery associated with the development achieves required noise levels for residential environment. The council's environmental health team have recommended appropriately worded conditions for noise reporting and impact mitigation, extract and ventilation equipment, plant noise, noise mitigation in the case of any gym use, acoustic fencing, school noise mitigation as well as informatives relating to extraction flues and acoustic consultants. It should be noted that any excessive or unreasonable noise is covered by the Environmental Protection Act 1990.

Air quality

In respect of air pollution, no significant impacts are identified by the council's environmental Health Team. The applicant has submitted an Air Quality Assessment in support of the application. Suitable Conditions are attached regarding ventilation and the submission of details of proposed plant and equipment.

In respect of traffic and parking impacts on air quality, the levels of parking are controlled and the travel plans which will be secured as part of planning obligations will encourage transport by other modes. In respect of the design, the scheme contributed towards overall reductions in CO2 production, having regard to energy and sustainability policies.

Daylight and Sunlight

The proposal would not result in any demonstrable impact on daylight/ sunlight levels to adjoining properties due to the distance separation of the proposals from neighbouring houses as discussed above. The proposed blocks have also been designed on a spacious layout with large gaps between blocks and within courtyards which will allow daylight and sunlight to permeate through the development to both existing and future residential occupiers.

3.6 Transport, highways and parking

The Planning Application for the redevelopment of the North London Business Park was submitted in August 2021 (Planning reference 21/4433/OUT) supported by a Transport Assessment (TA) prepared by Stomor Ltd (Document reference ST3013/TA-2108 Rev 0). Due to time and data constraints associated with the Planning Application submission deadline, the applicants were advised by LBB and Transport for London (TfL) in July 2021, that a TA Addendum would need to be prepared to provide the necessary supporting analysis to demonstrate the viability of the proposals including:

- Traffic impact assessment of the Proposed Development to the surrounding junctions
- Details of the proposed signalised site access with Brunswick Park Road;
- Details of the proposed footway and bus stop upgrades to Brunswick Park Road;
- London Underground Station Capacity/Line Loading Assessment at Arnos Grove.

The applicant has been working on the above matters over the past 12 months in close consultation with LBB Transport officers and TfL. A number of design iterations, capacity assessments, public transport impact analysis and safety audits have been undertaken to demonstrate the viability of the proposed development. A final Transport Assessment Addendum (ST3013/TAA-2210-North London Business Park-Rev 0) was issued to LBB on 20 October 2022.

Subject to satisfactory completion of legal agreements and conditions to secure the various improvements and mitigation measures identified during the above process, the development is policy compliant and acceptable to LBB officers on transport grounds. The LBB Transport Team set out our comments below.

Existing Conditions

The site is bounded by the East Coast Mainline railway along the entire western boundary. The eastern boundary is abutted by Properties on Brunswick Park Gardens to the northeast and Brunswick Park Road to the southeast. New Southgate Cemetery is located to the southeast of the site. To the north are properties on Weirdale Road, Ashbourne Avenue, Linden Road and Pine Road. To the south are properties on Brunswick Crescent and Haynes Close. The A109, Oakleigh Road North abuts the south-eastern corner of the site.

The site has two existing access points, one to the south onto the A109 Oakleigh Road North and one to the east onto Brunswick Park Road. There is a redundant, unused access point to the northern boundary which could provide access to Ashbourne Avenue, however it is currently fenced off. Ashbourne Avenue leads onto the B5143 Russell Lane, which comprises a mix of residential properties and neighbourhood retail frontage.

Current Public Transport & Access

The site is located between two London Underground lines; the Northern Line and Piccadilly Line. The nearest station is Arnos Grove on the Piccadilly Line (24-minute walk / 8-minute cycle). There are 10 cycle storage spaces at the station with additional stands in the local area.

There are two bus stops located adjacent to the site access: one on Brunswick Park Road and the other on the A109 Oakleigh Road North. Both of these stops are within 400m as measured from the centre of the site.

The bus stops along the A109 Oakleigh Road North are accessible via the footways available from the site and along both sides of the A109 Oakleigh Road North. Access to the northbound bus stop is facilitated via a zebra crossing located along the A109 Oakleigh Road North adjacent to the southern site access. The bus stops along Brunswick Park Road are accessible via the footways available from the site and along both sides of Brunswick Park Road. Access to the southbound bus stop is facilitated via a zebra crossing located along Brunswick Park Road to the north of the site access.

In addition to the bus stops located adjacent to the existing site accesses, there are also bus stops located along the B1453 Russell Lane. There is currently no access to the B1453 Russell Lane. The developers propose to deliver a pedestrian/cycle access as part of the proposals, which will link the north of the site to Ashbourne Avenue and connect to Russell Lane.

The Oakleigh Road North access takes the form of a priority junction at the southern extent of the redevelopment site. The existing access from Brunswick Park Road takes the form of a crossroads arrangement on the eastern edge of the development site. Zebra crossings are in place adjacent to both existing site accesses. Additional zebra crossings are located on Oakleigh Road North adjacent to Oakleigh Close, adjacent to Raleigh Drive, at the B14533 Russell Lane mini roundabout on Oakleigh Road South at Betstyle Circus and on Brunswick Park Road to the north of Prevost Road.

An off-highway cycle route to the east of the site provides a north-south connection towards East Barnet and New Southgate through Brunswick Park.

PTAL Score

TfL's web-based calculator has been used to determine the site's existing Public Transport Accessibility Level (PTAL). The PTAL rating varies between 1a, 1b and 2 across the site depending upon proximity to public transport. This represents a poor level of accessibility. On this basis the development should bring forward 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.

Proposed Car Parking

For Phase 1 - It is proposed to provide car parking at a ratio of approximately 0.8 spaces per dwelling resulting in a total of 367 car parking spaces for the 445 total dwellings.

London Barnet Local Plan Policy (DM17) recognises that its residential parking standards will be applied flexibly based on different locations and issues related to public transport accessibility, parking stress and controls, ease of access by cycling

and walking, and population densities. Appropriate parking for disabled people should always be provided.

Following publication of the London Mayor's transport strategy TfL recommend that the starting point for all developments should be 'car-free'. Nevertheless, it is recognised that this is not suitable for all locations, especially in outer London Boroughs. The recommended Parking ratios for locations in Outer London under PTAL 4 allow for the provision of parking spaces up to a maximum of 0.5-0.75, however TfL generally encourage much lower provision than this in their formal advice.

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

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

LBB Development Management Document Policy DM17:

Residential development may be acceptable:

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

The parking quantum is also in keeping with Barnet's new Draft Local Plan (**Barnet Draft Local Plan (Reg 19) 2021 to 2036 Submitted for independent examination pursuant to Regulation 22 of the Town and Country Planning (Local Planning) (England) Regulations 2012**), which seeks to align Borough Policy more closely with London Plan Standards. The DLP reiterates that the Council will show flexibility in meeting parking standards and requires parking surveys to ensure that impact to surrounding communities is minimised. The proposed maximum parking ratios for PTAL 1 & 2 are 1.25 and 0.75 respectively. The development falls between these two thresholds and LBB consider 0.8 as an appropriate balance for this location.

However, given the proposed parking ratio is below 1 LBB requested that a robust assessment of the potential trip generation was undertaken to demonstrate that overspill parking would not be problematic for surrounding streets. Due to the lack of CPZ coverage in the surrounding streets a parking stress survey was undertaken to assess the likelihood of adverse impacts to local residents in the event of any overspill parking.

The survey showed that there is adequate parking space in the vicinity of the site in the event of any potential overspill. In addition, and based on the predicted trip generation, the parking provision aims to fully cover the requirements of the development on site. For these reasons the proposed parking ratio is considered Policy compliant and acceptable to LBB Officers subject to a 'monitor & manage' approach to be secured as part of the Travel Planning process.

Monitor & Manage

As agreed with the applicants and TfL during a highway meeting in September 2022, a 'Monitor and Manage' approach will be adopted for the later phases of the development. This approach is the most appropriate way to ensure that appropriate levels of car parking are provided during the later phases to reflect:

- Actual levels of car ownership observed as part of Phase 1
- Increase in home working due to Covid19
- Results of the Travel Plan monitoring surveys

Notwithstanding the above, the maximum level of car parking provision provided within the development will not exceed 0.8 and will be detailed as part of the subsequent Reserved Matters for the later phases.

Cycle parking provision will be in accordance with London standards. Safe and secure storage of bicycles as part of the overall package of sustainable transport improvements. Care will be taken not to over-provide vehicle parking.

The provision of disabled parking spaces (for all land uses) and electric vehicle charging points (20% active and remaining passive) in accordance with the London Plan should be demonstrated and conditioned.

A car parking management plan, which sets out how disabled parking will be managed including ensuring that disabled spaces are allocated on the basis of need and not attached to a particular flat or leased long term, should be secured by condition.

The proposed development should provide a financial contribution towards an ongoing parking occupancy monitoring programme and fund any potential CPZ consultation arising as a result. (secured via s106 agreement).

Overall, the proposed parking levels are supported by the LB Barnet Transport Team subject to the following:

- Satisfactory provision of sustainable transport and active travel measures / improvements

- Implementation of a Travel Plan (to be conditioned)
- Protection of the local amenity from overspill parking via ongoing review of the need for a Controlled Parking Scheme (CPZ)
- Residents of the development should be prevented from applying for on-street parking permits in any future CPZ
- Implementation of a Parking Design and Management Plan (to be conditioned)

Vehicular Highway Impact

Main Site Access – Brunswick Park Road/Goldrill Drive

As part of the development proposals for Phase 1, the current site access to the east with Brunswick Park Road will be upgraded. The proposed works will provide a signal-controlled junction to replace the existing crossroads arrangement with Brunswick Park Road/Goldrill Drive/Benfleet Way. The junction will incorporate pedestrian phases with dedicated facilities provided across all arms.

The existing Zebra crossing 20m to the north of the junction will be decommissioned. The southbound approach to the junction is to be allocated two lanes (ahead/left and right only). To accommodate this will require widening the eastern side of Brunswick Park Road, which in turn will require altering the Goldrill Drive arm of the junction. Additional junction widening is also proposed at the site access.

At the request of the Council the applicant has carried out a Stage 1 Road Safety Audit (RSA) in September 2022 and is contained in the TAA Appendix O. A Designers Response was prepared by Stomor in October 2022.

The Council is satisfied that the proposed layout is safe and operationally viable and would not exceed capacity in the peak hours. There is a compromise on the design in terms of lack of Advance Cycle Stop Lines, however given the Safety Audit outcomes this is acceptable. Given the self-contained nature of the development it is considered that if cyclists are inconvenienced at the junction there are adequate alternative routes to safely exit/enter the site should they wish.

During subsequent phases it will be essential to monitor the junction operations as part of the overall 'monitor and manage' and travel planning process to ensure that trip generation and trip distribution forecasts do not substantially deviate from the TAA assumptions. Under the full development scenario in 2031 the junction is likely to operate close to capacity and would be sensitive to small changes.

Other Junctions

Following extensive discussion with TfL 8 junctions were assessed for capacity & performance for the future year with development flows in 2031. Of these, the following junctions are predicted to exceed capacity in the Future Year scenarios:

Junction 1 – Oakleigh Road (N)/Myddelton Park/Oakleigh Park (S)
Junction 2 – Church Hill Road/Russell Lane/Brunswick Park Road
Junction 3 – A109 Oakleigh Road North/Pollard Road/B1453 Russell Lane
Junction 4 – Site Access/Brunswick Park Road/Goldrill Drive
Junction 8 – A109 Oakleigh Road/A1000 High Road/Totteridge Lane

The traffic modelling results indicate that the above junctions are also expected to operate above capacity in the Future Year 'Without Development' i.e., without the addition of the proposed development traffic, which is indicative of wider pressures on the network. LBB considers that some form of proportionate mitigation either in the form of signals updates and/or physical modifications keeping in line with Healthy Streets principles would be required to ensure that impacts are kept to a minimum.

Following discussion with TfL and the applicants it is recommended that a review of the signalised junctions (J1, J3 and J8) will be undertaken together with TfL's signals team to determine if any appropriate and proportionate mitigation can be delivered at these locations. The review costs and any mitigation identified will be secured as part of a S106 obligation. There should be no prejudice towards any measures that may be required as a result of the assessment. **This could potentially** include wider area initiatives such as the introduction of Low Traffic Neighbourhoods **for example** to minimise rat-running caused by congestion at the junctions.

Cycle Parking

A total of 901 cycle parking spaces for the proposal will be provided, which is welcomed. This meets and exceeds the adopted London plan cycle parking requirement within the site (846) and is in line with London Plan policy T5 Cycling. The applicant is reminded that adequate changing and shower facilities should be provided for the non-residential elements to facilitate staff/ employees commute by bike. The applicants should seek to provide large spaces for 5% of the cycle parking provision.

General Layout

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

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

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

All the above items should be secured by condition to be provided prior to construction

Healthy Streets Assessment

A detailed Active Travel Zone assessment of the key walking and cycling corridors surrounding the Development has been undertaken by the applicants. Proposed improvements within reasonable distance from the site (approximately 1 mile) will be included within the s.106 agreement for funding contributions towards their implementation. This is in line with LBB and TfL sustainable travel policies and future mode share targets. Given the Future Scenario junction impacts predicted by the developers it will be important to ensure that the local streetscape is of a standard that encourages walking, cycling and use of public transport wherever possible.

The developers propose to deliver a pedestrian/cycle access as part of the proposals, which will link the north of the site to Ashbourne Avenue and connect to Russell Lane. Previously local residents have raised objections to the provision of a link in this location, with noise and disturbance being one of the main concerns. However, on balance it is felt that there are important benefits of providing the link with increased potential natural surveillance and reduced crime risk of residential properties from increased footfall.

The above measures are all in keeping with *Draft DLP Policy TRC01 – Sustainable and Active Travel*

Travel Plan

A Framework Travel Plan with ambitious targets for public transport and decrease in car use will need to be prepared. Ultimately this should aim to incorporate targets, measures and actions aimed to achieve the Mayor's Strategic Target of 80% trips to be made by sustainable transport modes. The applicant should therefore secure the final Travel Plan by s106 agreement accordingly. The financial contribution towards Travel Plan Monitoring should be to the maximum amount provisioned under LBB's DM17.

Car Parking Design and Management Plan

A Car Parking Design and Management Plan needs to be conditioned as part of the planning consent. This would detail how car parking will be designed and how they are to be controlled / managed.

Delivery and Servicing Management Plan / Refuse Collection Strategy

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

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

Construction

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

TfL Public Transport Impacts

Consideration was previously given towards either a new or re-routed TfL Bus service through the site however operationally this was considered unviable and has not been pursued any further. Comer Homes will provide an on-site shuttle bus service (15 seat) which will provide an `on-demand` service to key destinations such as local commercial and health centres and also to key public transport interchange hubs.

TfL requested an assessment of Station Capacity at Arnos Grove Station, to identify the impact of the London Underground trip generation associated with the proposed development by 2031. The assessment utilised the Transport forecast demand data shows that:

- The current provisions of staircase and passageway widths are sufficient to cater for the future passenger demands related to the proposed development in 2031.
- The current gateline provision does not meet the LU Station Planning guidance requirements in 2031 with or without the additional development trips during the AM peak hour. The 2031 forecast demand (without the development) would require one additional ATG
-

It is noted that Transport for London have raised no in principle objections to the scheme subject to appropriate contributions towards improvements of bus services. This is secured in the S106. No contributions have been sought for improvements to Arnos Grove although this site was subject to an adjoining station development which presumably could fund improvements to the gateline provision in the station.

3.7 Waste and Recycling

Although the NPPF does not contain specific waste policies, it does state that part of the environmental dimension to 'sustainable development' is waste minimisation (para 7). As part of London Plan 2021 Policy SI7 'Reducing waste and supporting the circular economy which also seeks adequate recycling storage provision in new developments as does the Barnet Core Strategy DPD 2012 policy CS14 which also promotes waste prevention, reuse, recycling, composting and resource efficiency over landfill.

A suitable condition is attached to ensure the provision of adequate waste and recycling facilities in accordance with the above requirements.

3.8 Energy, Sustainability, and Resources

London Plan Policy SI 2 Minimising greenhouse gas emissions requires development proposals to make the fullest contribution to minimising carbon dioxide emissions in accordance with the following energy hierarchy:

- Be lean: use less energy
- Be clean: supply energy efficiently
- Be green: use renewable energy

London Plan Policy SI2 'Minimising Greenhouse Gas' requires all residential developments to achieve zero carbon on new residential developments of which a minimum on-site reduction of at least 35 per cent beyond Building Regulations 152 is required for major development. Where it is clearly demonstrated that the zero-carbon target cannot be fully achieved on-site, any shortfall should be provided, in agreement with the borough through a cash in lieu contribution to the borough's carbon offset fund.

Local Plan policy DM01 states that all development should demonstrate high levels of environmental awareness and contribute to climate change mitigation and adaptation. Policy DM04 requires all major developments to provide a statement which demonstrate compliance with the Mayor's targets for reductions in carbon dioxide emissions, within the framework of the Mayor's energy hierarchy. Proposals are also expected to comply with the guidance set out in the council's Supplementary Planning Documents (SPD) in respect of the requirements of the Code for Sustainable Homes.

An Energy Statement has been submitted with this application, prepared by MKPG which details the measures that have been incorporated into the scheme, having been carefully considered early on in the design process. In particular:

- Be Lean – passive design measures have been included and lead to a reduction in regulated CO₂ emissions over the AD L 2013 TER and Target Fabric Energy Efficiency (TFEE) standard. A combination of Be Lean measures have been incorporated including energy-efficient building fabric, insulation to all heat loss floors, walls and roofs, double glazed windows, low-energy lighting, and efficient ventilation systems. All of these measures contribute to an enhancement in energy performance equal to a 52% reduction in regulated CO₂ emissions;
- Be Clean – the feasibility of supplying decentralised energy to the scheme has been assessed in accordance with the heating hierarchy. A site-wide heat network, led by Air Source Heat Pumps and supplemented by high-efficiency gas boilers will serve all domestic units providing a source of decentralised energy to future occupants and users of the development.
- Be Green – opportunities to maximise low and zero carbon (LZC) technologies have been assessed and all options reviewed for their practical, financial and technical viability in relation to the scheme. ASHPs form a central component of the heat network and are described within the accompanying Energy Strategy under the Be Clean stage of energy hierarchy. The ASHPs will deliver an estimated 40% reduction in regulated CO₂ emissions over AD L 2013. Having regard to the results of the Be Lean, Be Clean and Be Green measures, and based on the SAP calculations, the development achieves the zero carbon homes standard in full through a carbon-offset payment which offsets the shortfall in regulated CO₂

emissions reduction for the new dwellings. The total CO2 emissions to offset for the scheme have been calculated as: 44,178 t CO2/30 years, which based on a carbon price set by the GLA of £95 t CO2/yr over a 30-year period, this is equivalent to a cash in lieu contribution of £4,196,877.

A dynamic simulation model and CIBSE TM59 overheating assessment has also been submitted in support of the application which concludes that all of the proposed flats can comply with the relevant standards through passive measures providing the proposed strategy identified in the report are adopted.

The GLA have advised in their Stage 1 reply that they are broadly satisfied with the submitted energy strategy.

Circular Economy.

The applicant has submitted a circular economy statement with the application, the GLA have requested in their stage 1 that this matter is secured by condition.

3.9 Landscaping, Trees and biodiversity

The 'sustainable development' imperative of NPPF 2019 includes enhancing the natural environment and improving biodiversity. London Plan G5 (Urban Greening) advises that major development proposals should contribute to the greening of London by including urban greening as a fundamental element of site and building design, and by incorporating measures such as high-quality landscaping (including trees), green roofs, green walls and nature-based sustainable drainage. Barnet Local Plan policy DM16 states that when it is considering development proposals the council will seek the retention, enhancement or creation of biodiversity.

Landscape and Open Space

The application masterplan includes the provision of three main public parks which together with other incidental spaces provide a total open space provision of 20,250 sqm. The main parks consist of the lakeside park contained within the detailed Phase 1 part of the development and the Northern and Southern Central Parks contained within the Outline Elements of the proposal. This is considered an appropriate level of provision providing valuable amenity space for future residents of the development as well as helping to frame and shape buildings through the site.

Trees

An arboricultural survey was undertaken in April 2021 to survey trees, hedges and vegetation. In total, 69 individual trees and 47 tree groups / hedges were identified, of a variety of types and quality. As a result of both identified constraints within the proposed development and of poor arboricultural quality, 19 Category B trees and tree groups, 51 Category C trees and tree groups, and 4 Category U trees are proposed for removal.

It is recognised that the extent of tree removals allow the development to progress,

and an extensive and detailed landscaping and planting plan will deliver a high-quality and robust tree stock in keeping with both the site design and the wider existing landscape character to offer climate change and bio-security resilience. Overall the landscape proposals include the planting of 189 new trees in phase 1 and circa 470 trees new trees across the site in order to reduce the impact of the proposed tree loss.

Overall it is considered that the proposed tree removal is considered acceptable in this instance in order to allow for the development of the site. Parks and areas of landscaping have been arranged in order to take maximise tree retention, and in numerical terms the quantity of replacement planting is greater than the number of trees proposed and is considered acceptable. It is also noted that the level of tree removal is similar in level to the extant permission as varied by the S73 permission in relation to the school.

Some of the trees identified in the survey have recently been felled in order to implement the school proposals under the S73 permission. The site has been visited by the Council's Arboricultural Officer who has confirmed that the trees which have been removed are trees for which planning permission was in place for their removal or in other cases not covered by any tree protection order. Tree protective fencing around retained trees was installed following comments from the Council's arboricultural officer and are now in place.

Biodiversity

The applicant has submitted an Ecological Appraisal together with updated Bat, Badger, Reptile and Great Crested Newt surveys in support of their Planning Application.

The ecological appraisal and surveys conclude that habitats within the site are of limited conservation value due to the dominance of buildings, hardstanding and well managed amenity grassland. Tree groups and the limited hedgerows provided some potential for commuting and foraging, however these lacked structural and botanical diversity. The reports evaluated that the current habitats on site are of negligible conservation value. The proposed development will have biodiversity enhancements, which will include native planting of hedgerows and trees, but also areas of wildflower grassland which will be included within the public parks and reptile receptor site. These will create a nectar source for invertebrates and increased foraging potential for other wildlife species. It is thought that such enhancements would have a minor beneficial effect at site level in the long term.

Fauna within the site was limited due to poor habitat availability. Evidence of badgers using the site was located within the semi-improved grassland compartment at the north of site where a number of snuffle holes and a squeeze were identified. It is recommended that sufficient precautions are taken during the construction phase.

Relatively low levels of bat activity were recorded during both activity and static surveys, with common pipistrelles being the most frequently recorded species. A total of five species recorded, however the majority consisted of no more than five contacts; it was therefore assessed that the site was of negligible value to local bat

populations. The buildings and trees to be lost to the development have no roosting opportunities and/or no evidence was recorded, therefore there are no constraints concerning roosting bats.

The inclusion of appropriately designed GI within the proposed development will create additional navigational and foraging opportunities, especially as invertebrates will be encouraged to the development through more native planting and increased nectar sources. The habitat enhancements and creation will have a long term minor beneficial effect for foraging bats at a site level.

In relation to the pond, this is a large manmade water body, constructed in the 1980's, that lacked aquatic vegetation but had fish and a large number of waterfowl present. The HSI assessed this waterbody as poor suitability for Great Crested Newts (GCNs) . The location of the pond within an urbanised area, isolated from any records of GCNs, meant that colonisation is unlikely to have occurred. These combined factors have concluded that GCNs are absent, and no further surveys are required, hence there is no constraint to the development concerning GCNs.

It is noted that the works to the pond have received been carried out pursuant to the S73 approval of the school. These drainage works were supervised by an ecologist during a period when the water fowl were seasonally absent from the site. Care was taken to remove fish and other species during the duration of the works.

The ecology survey found a 'good' population of slow worms were found within the north western parts of the site, the ecology report recommended that works to this area to be restricted to a time when slow worms were not in hibernation and that they should be translocated to a nearby receptor site during the construction works to avoid any offence under the Wildlife & Countryside Act 1981 (as amended). New habitat for reptiles such as log piles were proposed along the margins of the site, to which some of the slow worms would likely be relocated although some would likely to have to be relocated to a suitable receptor site outside the application boundary.

While the school site is located on a different portion of the NLBP site to the area at the top with the reptiles. Contractors connected with the school build accessed this site to store materials and caused some damage to the slow worm habitat. The site was visited by the Council's ecology officer, as a result of which all work in this area ceased and log piles were erected along the site periphery as recommended in the ecology surveys. The applicant also reported themselves to the Police and have provided copies of this to the Local Authority.

While this breach is clearly regrettable it is not in itself a reason to withhold permission and the applicant has taken appropriate steps upon request by Council Officers. Suitable additional conditions are also suggested along with S106 obligations to ensure that suitable replacement habitat is provided either on or off site to the satisfaction of the LPA. Conditions are also attached requiring the provision of Bat and Bird Boxes and a scheme of ecological enhancements.

The mitigation measures proposed elsewhere in the site in relation to ecological enhancements will ensure that the conservation status of species are maintained and enhanced through habitat creation, incorporation of hibernacula and the provision of bat and bird boxes. The possible habitats to be created within the site

will provide more opportunities for biodiversity, however due to the context of the development, isolated within a highly urban area, it is thought that there would only be a minor beneficial effect in the long term at a site level.

Flood risk, Water Resources, Drainage and SUDs

In support these considerations Flood Risk is considered within the submitted Environmental Statement

In respect of flood risk, the site is within Flood Zone 1 which is classified as being of low risk of flooding. The proposed development is acceptable in this zone and there is no requirement for exception and sequential testing of the acceptability of the scheme.

In line with policy requirements the proposed development proposes to restrict runoff from the site to the equivalent greenfield runoff rates. This will enable a significant reduction in surface water runoff being discharged off-site, freeing up capacity within Thames Waters surface water sewers and thus reducing flood risk within the downstream catchment. The proposed drainage strategy promotes the use of rainwater harvesting. This will reduce the demand for potable water supply and will help to capture the first 5mm of runoff, reducing the level of pollutants being discharged off-site. The inclusion of a SuDS attenuation pond will offer water quality enhancement as well as other ecological and biodiversity benefits.

Exceedance flows beyond the 100 year plus 30% critical storm event will be routed towards convenient holding points within the confines of the development area, away from properties and primary access routes.

Foul flows from the development will discharge to the existing foul sewerage network beneath Brunswick Park Road.

The Lead Local Flood Authority and Thames Water have been consulted on the application. No in principle objection has been raised, however Thames Water have requested the imposition of a Grampian Style Condition which is included in the list of suggested conditions.

3.10 Other matters

Utilities

In support of the application a Utilities report has been submitted in support of the application. The utility report ascertains that the site has live connections to all primary services. A review of the asset record plans for each utility provider has confirmed that existing on-site services could be diverted to accommodate any future development phase, without disruption to any off-site networks.

It is concluded that each phase of the proposed redevelopment scheme can be delivered without any abnormal utility constraints. Furthermore, given the inclusion of renewable energies and rainwater harvesting within the proposed redevelopment scheme, there are not expected to be any future capacity restrictions or abnormal reinforcement requirements.

In regards to sewer infrastructure, Thames Water have requested a Grampian style condition is imposed requiring the drainage strategy to be agreed which is included in the list of suggested conditions.

Ground conditions and Contamination

In regards to potential contamination, the submitted Environmental Statement acknowledges that remediation will be required due to the previous historic industrial use of the site. The council's Environmental Health Team have also recommended appropriate contamination remediation conditions.

3.11 Viability, Planning Obligations & CIL

S106 obligations & viability

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

The full list of planning obligations is set out in the heads of terms to this report.

In summary the scheme includes **21%** affordable housing by unit and habitable room (**35%** of the uplift units) with an early, mid and late stage affordable housing review mechanism and other contributions such as the provision of a serviced site for the new school and requirements to address the transport impacts of the proposal in the form of securing the proposed minibus shuttle bus provision, bus contributions and off site highway works. Obligations are also attached concerning any off site reptile habitat creation and any greenspaces contributions to mitigate for any shortage of play provision on site. A carbon off set payment is also secured.

LB Barnet CIL

As noted in SPD para 2.2.11, the purpose of Barnet's CIL is to secure capital funding to help address the gap in funding for local infrastructure. The money raised by Barnet's CIL will be used to pay for infrastructure required to mitigate the impact of development across the Borough.

Barnet recently revised its CIL Charging schedule increasing, the CIL charging rate from £135 per sqm to £300 per sqm for residential floorspace. CIL is also payable at a lower amount on some of the commercial but not the community or educational floorspace.

Mayoral CIL

From 1 April 2012, the Mayor of London started charging CIL on development to help provide £300m towards the cost of delivering the Crossrail project, a strategic priority to support the growth and development in London.

From 1 April 2012 to 1 April 2019 all chargeable development in Barnet paid a flat rate of **£35 per square metre - *Nil rate for Health and Education uses.**

The Mayor increased the rate to £60 a square metre for planning permissions granted from 1st April 2019.

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; and
- sexual orientation.

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

The site is accessible by various modes of transport, including by foot, bicycle, public transport and private car, thus providing a range of transport choices for all users of the site.

A minimum of 10% of units will be wheelchair adaptable.

The development includes level, step-free pedestrian approaches to the main entrances to the building to ensure that all occupiers and visitors of the development can move freely in and around the public and private communal spaces.

Dedicated parking spaces for people with a disability will be provided in locations convenient to the entrances to the parking area.

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.

7. CONCLUSION

In conclusion, the scheme is considered acceptable on balance having regard to relevant national, regional and local planning policies and guidance. The principle of the redevelopment of the site is considered acceptable and accords with the adopted Policy Framework.

An ES has been submitted which robustly assesses the proposed development against a full range of topics and identifies appropriate mitigation such that there are no significant adverse impacts posed by the scheme. The proposed detailed design for Phase 1 is considered to be high quality with appropriate levels of amenity space, public open space and residential standards achieved for future occupiers reflecting a development of this intensity and balanced with the need to optimize the use of the site.

The impact of the increased density and height of the development on the character of the surround area and amenities of neighbouring residents and is considered to not result in a significant increase in the level of harm over and above the extant permissions on the site. This harm has to be weighed against the scheme benefits which include the provision of an increased housing provision and in particular the provision of 35% affordable housing on this uplift. The proposed increase in community floorspace is also welcomed. Currently the CWC proposal to site a health care centre in the non residential space would count as a significant benefit of the scheme however as this is dependent on various factors including the NHS agreeing the final fit out, the weight of this provision is reduced in assessing the planning balance of the scheme.

The proposal would also provide a purpose built Secondary School which would replace the existing substandard accommodation which St Andrew's the Apostle is utilising at the moment as well as helping to meet Barnet's Education Needs. While this school already has consent independent of this permission it still forms part of this application and as such still carries weight albeit limited due to permission already being in place.

The amenities of neighbouring residential occupiers are not considered to be unduly impacted by the proposals.

The potential transport impacts of the scheme have been considered and appropriate mitigation proposed including the provision of the proposed shuttle bus service, bus services contributions provision of a detailed travel plan as well as improvements to access and connectivity as part of the proposal.

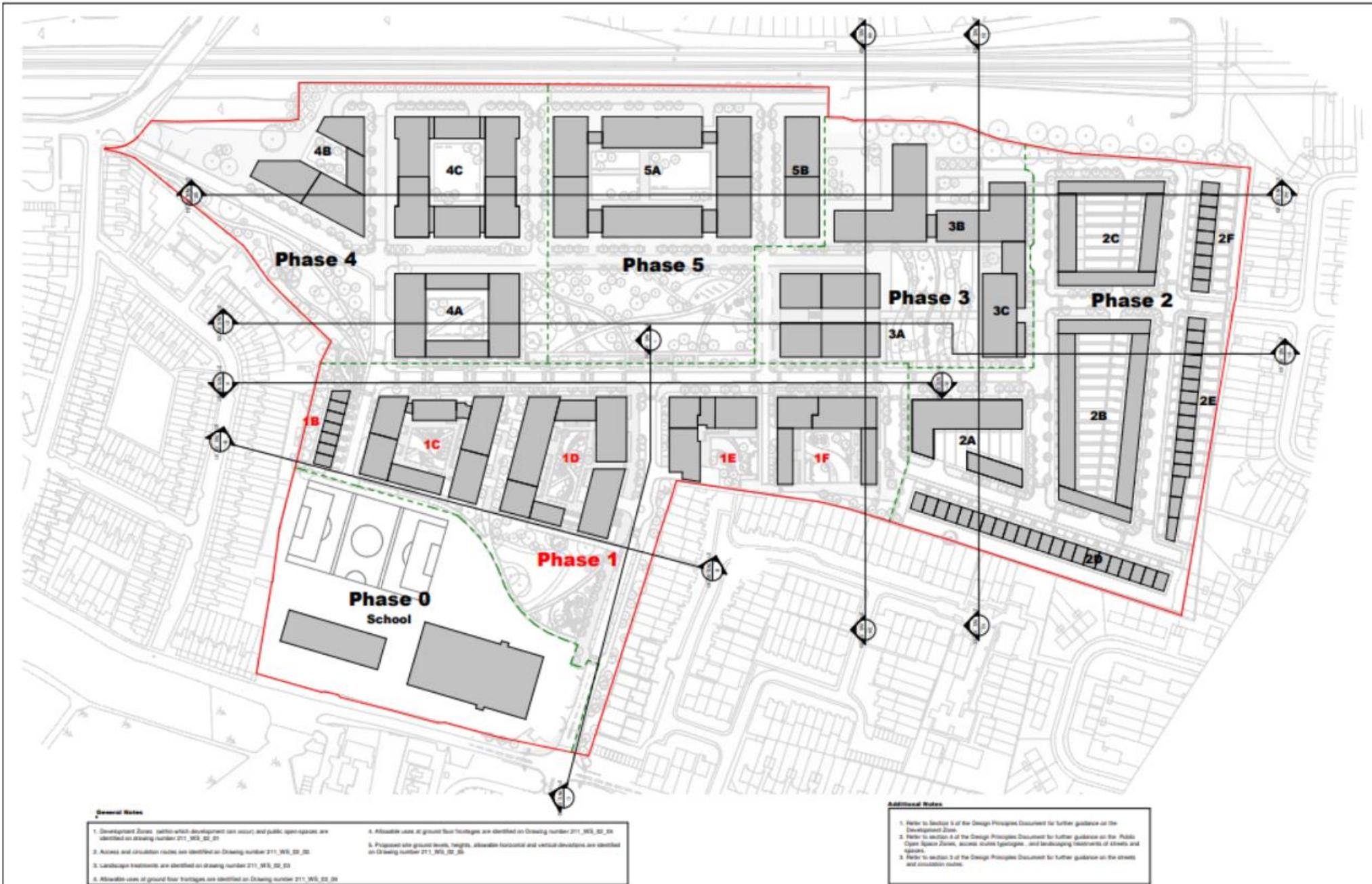
The scheme deals with its waste and recycling requirements and in terms of energy and sustainability, a range of measures are proposed achieving an improved reduction in CO2 emissions over the extant permission along with carbon off set payments to achieve net zero.

A suitable approach is taken to landscaping and biodiversity with retention of trees where possible as well as enhancement of the biodiversity values within the site with appropriate treatments and species and mitigation secured by means of conditions and in relation to off site works S106 obligations.

The scheme has also considered utilities provision and contamination and appropriately worded conditions are recommended. The scheme is considered to be appropriate and acceptable having regard to the full range of considerations in this report including the stated polices and guidance.

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 generally and taken overall accords with the relevant development plan policies. It is therefore considered that there are material planning considerations which justify the grant of planning permission. Accordingly, subject to referral to the Mayor of London and subject to the satisfactory completion of the Section 106 Agreement, **APPROVAL** is recommended subject to conditions as set out above.

SITE LOCATION PLAN: North London Business Park, Oakleigh Road South, London N11 1GN
REFERENCE: 21/4433/OUT



General Notes

- | | |
|---|--|
| <ol style="list-style-type: none"> 1. Development Zones (within which development can occur) and public open spaces are identified on drawing number 211_W5_02_01 2. Access and circulation routes are identified on Drawing number 211_W5_02_02 3. Landscape treatments are identified on drawing number 211_W5_02_03 4. Allowable uses at ground floor footprints are identified on Drawing number 211_W5_02_04 | <ol style="list-style-type: none"> 5. Proposed site ground levels, heights, setbacks horizontal and vertical deviations are identified on Drawing number 211_W5_02_05 |
|---|--|

Additional Notes

1. Refer to Section 5 of the Design Principles Document for further guidance on the Development Zone.
2. Refer to section 4 of the Design Principles Document for further guidance on the Public Open Space Zones, Access routes typologies, and landscaping treatments of streets and squares.
3. Refer to section 3 of the Design Principles Document for further guidance on the streets and circulation routes.

