

Draft conditions list for National Institute for Medical Research (NIMR), planning application no. 16/4545/FUL

1. Time limit

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

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

2. Approved plans and documents

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

1623_DWG_PL_00_001 Site Location Plan; 1623_DWG_PL_00_002 Existing Site Plan;
1623_DWG_PL_00_003 Existing Levels; 1623_DWG_PL_00_004 Existing Site Roof Plan;
1623_DWG_PL_00_010 Existing Site Demolition Plan; 1623_DWG_PL_00_020 Existing Site Section A (North-South); 1623_DWG_PL_00_021 Existing Site Section B (East-West);
1623_DWG_PL_00_022 Existing Site Section C (North-South); 1623_DWG_PL_00_023 Existing Site Section D (North-South); 1623_DWG_PL_00_030 Existing Site Elevation J - The Ridgeway; 1623_DWG_PL_00_031 Existing Site Elevation K - St Vincents Lane;
1623_DWG_PL_00_032 Existing Site Elevation L - Burtonhole Lane; 1623_DWG_PL_00_050 Existing Basement Plan; 1623_DWG_PL_00_051 Existing Lower Ground Floor Plan;
1623_DWG_PL_00_052 Existing Ground Floor Plan; 1623_DWG_PL_00_053 Existing First Floor Plan; 1623_DWG_PL_00_054 Existing Second Floor Plan; 1623_DWG_PL_00_055 Existing Third Floor Plan; 1623_DWG_PL_00_056 Existing Fourth Floor Plan;
1623_DWG_PL_00_057 Existing Fifth Floor Plan; 1623_DWG_PL_00_058 Existing Sixth Floor Plan; 1623_DWG_PL_00_059 Existing Seventh Floor Plan; 1623_DWG_PL_00_070 Existing Section AA; 1623_DWG_PL_00_071 Existing Section BB; 1623_DWG_PL_00_080 Existing Cruciform Elevation 1; 1623_DWG_PL_00_081 Existing Cruciform Elevation 2;
1623_DWG_PL_00_082 Existing Cruciform Elevation 3; 1623_DWG_PL_00_083 Existing Cruciform Elevation 4; 1623_DWG_PL_00_101B Proposed Masterplan Finished Floor Levels; 1623_DWG_PL_00_102B Proposed Masterplan Roof Plan; 1623_DWG_PL_00_103B Proposed Masterplan Block References; 1623_DWG_PL_00_104A Proposed Masterplan Surface Car Parking Layout; 1623_DWG_PL_00_105A Proposed Masterplan Ground Layout Plan;
1623_DWG_PL_00_106B Proposed Masterplan Basement/Lower Ground Plan;
1623_DWG_PL_00_150 Proposed Site Section A (North- South); 1623_DWG_PL_00_151 Proposed Site Section B (North-South); 1623_DWG_PL_00_152 Proposed Site Section C (North-South); 1623_DWG_PL_00_153A Proposed Site Section D (North-South);
1623_DWG_PL_00_170 Proposed Site Elevation J - The Ridgeway; 1623_DWG_PL_00_171A Proposed Site Elevation K - St Vincents Lane; 1623_DWG_PL_00_172A Proposed Site Elevation L - Burtonhole Lane; 1623_DWG_PL_00_173 Proposed Site Elevation M;
1623_DWG_PL_00_174 Proposed Site Elevation N; 1623_DWG_PL_00_175A Proposed Site Elevation P; 1623_DWG_PL_00_176B Proposed Site Elevation Q; 1623_DWG_PL_00_177B Proposed Site Elevation R; 1623_DWG_PL_00_178 Proposed Site Elevation S;
1623_DWG_PL_00_179 Proposed Site Elevation T; 1623_DWG_PL_ABC_201B Proposed Basement Plan; 1623_DWG_PL_ABC_202 Ridgeway Cruciform Cluster Lower Ground Floor Plan; 1623_DWG_PL_ABC_203 Ridgeway Cruciform Cluster Ground Floor Plan;
1623_DWG_PL_ABC_204 Ridgeway Cruciform Cluster First Floor Plan;
1623_DWG_PL_ABC_205 Ridgeway Cruciform Cluster Second Floor Plan;
1623_DWG_PL_ABC_206 Ridgeway Cruciform Cluster Third Floor Plan;

1623_DWG_PL_ABC_207 Ridgeway Cruciform Cluster Fourth Floor Plan;
1623_DWG_PL_ABC_208 Ridgeway Cruciform Cluster Fifth Floor Plan;
1623_DWG_PL_ABC_209 Ridgeway Cruciform Cluster Sixth Floor Plan;
1623_DWG_PL_ABC_210 Ridgeway Cruciform Cluster Seventh Floor Plan;
1623_DWG_PL_ABC_211 Ridgeway Cruciform Cluster Roof Plan; 1623_DWG_PL_DE_201A
Proposed Ridgeway Courtyard- Basement; 1623_DWG_PL_DE_202 Proposed Ridgeway
Courtyard- Lower Ground Plan; 1623_DWG_PL_DE_203 Proposed Ridgeway Courtyard-
Ground Plan; 1623_DWG_PL_DE_204A Proposed Ridgeway Courtyard- First Plan;
1623_DWG_PL_DE_205A Proposed Ridgeway Courtyard- Second Plan;
1623_DWG_PL_DE_206A Proposed Ridgeway Courtyard- Third Plan;
1623_DWG_PL_DE_207A Proposed Ridgeway Courtyard- Roof Plan;
1623_DWG_PL_F_201A Proposed Lower Lane Pavillions - Basement Plan;
1623_DWG_PL_F_202 Proposed Lower Lane Pavillions - Ground Plan; 1623_DWG_PL_F_203
Proposed Lower Lane Pavillions - First Plan; 1623_DWG_PL_F_204A Proposed Lower Lane
Pavillions - Second Plan; 1623_DWG_PL_F_205A Proposed Lower Lane Pavillions - Third Plan;
1623_DWG_PL_F_206A Proposed Lower Lane Pavillions - Fourth Plan;
1623_DWG_PL_F_207A Proposed Lower Lane Pavillions - Roof Plan; 1623_DWG_PL_G_201
Proposed Lower Lane Belvedere- Lower Ground Plan; 1623_DWG_PL_G_202 Proposed Lower
Lane Belvedere- Ground Plan; 1623_DWG_PL_G_203 Proposed Lower Lane Belvedere- First
Plan; 1623_DWG_PL_G_204 Proposed Lower Lane Belvedere- Second Plan;
1623_DWG_PL_G_205 Proposed Lower Lane Belvedere- Third Plan; 1623_DWG_PL_G_206
Proposed Lower Lane Belvedere- Roof Plan; 1623_DWG_PL_H_201 Proposed Lower Lane
Houses 4 Bedroom Houses - Plans; 1623_DWG_PL_H_202 Proposed Lower Lane Houses 5
Bedroom Houses - Plans; 1623_DWG_PL_JK_201A Proposed Woodland Cluster Basement Plan;
1623_DWG_PL_JK_202A Proposed Woodland Cluster Ground Plan; 1623_DWG_PL_JK_203A
Proposed Woodland Cluster First Plan; 1623_DWG_PL_JK_204A Proposed Woodland Cluster
Second Plan; 1623_DWG_PL_JK_205A Proposed Woodland Cluster Third Plan;
1623_DWG_PL_JK_206A Proposed Woodland Cluster Roof Plan; 1623_DWG_PL_A_220
Proposed Section AA; 1623_DWG_PL_A_221 Proposed Section BB; 1623_DWG_PL_A_240
Proposed North Elevation 1; 1623_DWG_PL_A_241 Proposed South Elevation 2;
1623_DWG_PL_A_242 Proposed East Elevation 3; 1623_DWG_PL_A_243 Proposed West
Elevation 4; 1623_DWG_PL_B1_240 Block B1 Elevation 1 & 2; 1623_DWG_PL_B1_241 Block
B1 Elevation 3 & 4; 1623_DWG_PL_B2_240 Block B2 Elevation 1 & 2; 1623_DWG_PL_B2_241
Block B2 Elevation 3 & 4; 1623_DWG_PL_C1_240 Block C1 Elevation 1 & 2;
1623_DWG_PL_C1_241 Block C1 Elevation 3 & 4; 1623_DWG_PL_C2_240 Block C2 Elevation
1 & 2; 1623_DWG_PL_C2_241 Block C2 Elevation 3 & 4; 1623_DWG_PL_DE_240 Blocks D & E
Proposed Elevations (South & West); 1623_DWG_PL_DE_241 Blocks D & E Proposed Elevations
(North & East); 1623_DWG_PL_DE_242 Blocks D & E Proposed Internal Elevations (North &
East); 1623_DWG_PL_DE_243 Blocks D & E Proposed Internal Elevations (South & West);
1623_DWG_PL_F_240A Block F Proposed Elevation Overall (North & South);
1623_DWG_PL_F1_240A Block F1 Proposed Elevation (North & East);
1623_DWG_PL_F1_241A Block F1 Proposed Elevation (South & West);
1623_DWG_PL_F2_240 Block F2 Proposed Elevation (North & East); 1623_DWG_PL_F2_241
Block F2 Proposed Elevation (South & West); 1623_DWG_PL_F3_240A Block F3 Proposed
Elevation (North & East); 1623_DWG_PL_F3_241 Block F3 Proposed Elevation (South & West)
1623_DWG_PL_G1_240 Block G1 Proposed Elevation (South- West); 1623_DWG_PL_G1_241
Block G1 Proposed Elevation (South-East); 1623_DWG_PL_G1_240 Block G1 Proposed
Elevation (North-East); 1623_DWG_PL_G1_241 Block G1 Proposed Elevation (North-West);
1623_DWG_PL_G2_240 Block G2 Proposed Elevation (South- West); 1623_DWG_PL_G2_241
Block G2 Proposed Elevation (South-East); 1623_DWG_PL_G2_240 Block G2 Proposed
Elevation (North-East); 1623_DWG_PL_G2_241 Block G2 Proposed Elevation (North-West);
1623_DWG_PL_H1_240 H1 Proposed Elevations; 1623_DWG_PL_H2_240 H2 Proposed

Elevations; 1623_DWG_PL_H3_240 H3 Proposed Elevations; 1623_DWG_PL_H4_240 H4 Proposed Elevations; 1623_DWG_PL_H5_240 H5 Proposed Elevations; 1623_DWG_PL_H6_240 H6 Proposed Elevations; 1623_DWG_PL_H7_240 H7 Proposed Elevations; 1623_DWG_PL_H8_240 H8 Proposed Elevations; 1623_DWG_PL_H9_240 H9 Proposed Elevations; 1623_DWG_PL_H10_240 H10 Proposed Elevations; 1623_DWG_PL_H11_240 H11 Proposed Elevations; 1623_DWG_PL_H12_240 H12 Proposed Elevations; 1623_DWG_PL_J1_240A Block J1 Proposed Elevation (North & East); 1623_DWG_PL_J1_241A Block J1 Proposed Elevation (South & West); 1623_DWG_PL_J2_240A Block J2 Proposed Elevation (North & East); 1623_DWG_PL_J2_241A Block J2 Proposed Elevation (South & West); 1623_DWG_PL_J3_240A Block J3 Proposed Elevation (North & East); 1623_DWG_PL_J3_241A Block J3 Proposed Elevation (South & West); 1623_DWG_PL_K1_240A Block K1 Proposed Elevation (North & East); 1623_DWG_PL_K1_241A Block K1 Proposed Elevation (South & West); 1623_DWG_PL_K2_240A Block K2 Proposed Elevation (North & East); 1623_DWG_PL_K2_241A Block K2 Proposed Elevation (South & West); 1623_ABC_DWG_00_301 Detailed Bay Study B + C; 1623_ABC_DWG_00_305 Detailed Bay Study B + C; 1623_DWG_PL_DE_301 Detailed Bay Study D + E; 1623_DWG_PL_F_301 Detailed Elevation/Section Study Block F; 1623_DWG_PL_G_301 Detailed Elevation/Section Study Block G; 1623_DWG_PL_H_301 Detailed Elevation/Section Study Houses; 1623_DWG_PL_J_301 Detailed Elevation/Section Study Block J; 1623_DWG_PL_K_301 Detailed Elevation/Section Study Block K; 1779 01 C Landscape Masterplan; 1779 02 B Ridgeway Courtyard General Arrangement; 1779 03 B Cruciform Approach General Arrangement; 1779 04 B Woodland Cluster General Arrangement (1 of 2); 1779 05 B Lower Lane Pavilions General Arrangement; 1779 06 B Valley Terrace and Lower Belvedere Terrace General Arrangement; 1779 07 B Woodland Cluster General Arrangement (2 of 2); 1779 08 B Lower Lane Houses West General Arrangement; 1779 09 B Lower Lane Houses East General Arrangement; 1779 10 A Grassland and Woodland Glades General Arrangement; 1779 11 A Woodland and Woodland Glades General Arrangement; 1779 12 B Sports Field General Arrangement;

Also submitted for information purposes:

Design and Access Statement (Hawkins\Brown and dMFK, June 2016); Design and Access Statement Addendum (Hawkins\Brown and dMFK, August 2017); Access Statement (David Bonnett Associates June 2016); Sunlight and Daylight Assessment (GIA, June 2016); Sustainability Statement (including Energy Statement) (BBS, June 2016); Planning Statement (Deloitte, June 2016); Landscape Strategy (Liz Lake Associates, June 2016); Landscape Strategy Addendum (Liz Lake Associates, August 2017); Statement of Community Involvement (Westbourne, June 2016), Utilities Assessment (Ardent, June 2016); Wind and Microclimate Assessment (RWDI, June 2016); Residential Travel Plan (Ardent, August 2017); Workplace Travel Plan (Ardent, August 2017); Delivery Servicing Plan (Ardent, August 2017); Environmental Statement (Deloitte, June 2016) comprising Non-Technical Summary, Volume 1 – Main Text, Volume 2 – Technical Appendices including: Air Quality; Noise and Vibration; Flood Risk Assessment; Drainage; Ecology; Tree Survey, Volume 3 – Heritage, Townscape and Visual Impact Assessment, Volume 4 – Transport Assessment; Addendum to Environmental Statement dated August 2017 including Transport Assessment Addendum, Phase 1 Habitat Survey update and updated Tree Loss and Retention Schedule.

Reason: For the avoidance of doubt and in the interests of proper planning and so as to ensure that the development is carried out fully in accordance with the application as assessed in

accordance with Policies CS1, CS4, CS5, DM01 and DM02 of the Barnet Local Plan and Policy 1.1 of the London Plan (2016).

3. Phasing

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

The development hereby permitted shall be carried out in accordance with the approved phasing plan.

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

4. Material samples

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

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

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

Each phase of development shall be implemented in full accordance with the approved details prior to the first occupation of each phase of development hereby approved.

Reason: To safeguard the character and visual amenities of the site and wider area and to ensure that the building is constructed in accordance with Policies CS5 and DM01 of the Barnet Local Plan and Policies 1.1, 7.4, 7.5 and 7.6 of the London Plan (2016).

5. Detailed drawings and external materials (buildings)

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

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

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

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

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

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

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

Each phase of development shall be implemented in full accordance with the approved details prior to the first occupation of each phase of development hereby approved.

Reason: To safeguard the character and visual amenities of the site and wider area and to ensure that the development is constructed in accordance with Policies CS5 and DM01 of the Barnet Local Plan and Policies 1.1, 7.4, 7.5 and 7.6 of the London Plan (2016).

6. Site levels

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

Reason: To ensure that the development is carried out at suitable levels in relation to the highway and adjoining land having regard to drainage, gradient of access, the amenities of the area and neighbouring occupiers in accordance with Policies DM01, DM04 and DM17 of the Barnet Local Plan and Policies 7.2, 7.3, 7.4, 7.5, 7.6, 7.13 and 7.21 of the London Plan (2016).

7. Surface water drainage

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

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

8. Surface water discharge

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

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

9. Sustainable Drainage Systems (SuDS)

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

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

10. Adoption of SuDS

The surface water drainage strategy for the site must be accompanied by evidence of an Adopting Authority accepting responsibility for the safe operation and maintenance of SuDS within the development. The Adopting Authority must demonstrate that sufficient funds have been set aside and / or sufficient funds can be raised to cover operation and maintenance costs throughout the lifespan of the development. The Adopting Authority shall be responsible for satisfying themselves of the suitability of the adopted SuDS prior to adoption, and shall keep records of operation and maintenance activities, for possible inspection by the Local Planning Authority. The Estate Management Company will take on the safe operation and maintenance of the SuDS system where this is not taken on by the Adopting Authority. The Estate Management Company would need to demonstrate that sufficient funds are allocated for the safe operation and maintenance of the SuDS system.

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

11. Contaminated land

Part 1

Before development commences other than for investigative work:

a) A desktop study (Preliminary Risk Assessment) shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study (Preliminary Risk Assessment) and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.

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

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

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

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

Part 2

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

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

12. Non-Road Mobile Machinery (NRMM)

All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" dated July 2014 (SPG), or subsequent guidance. Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the Local Planning Authority. The developer shall keep an up to date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at <https://nrmm.london/>

Reason: To protect local amenity and air quality in accordance with Policy DM04 of the Barnet Local Plan (2012) and Policies 5.3 and 7.14 of the London Plan (2016).

13. Air Quality and Dust Management Plan.

An Air Quality and Dust Management Plan shall be submitted to, and approved by, the Local Planning Authority, before the development commences whose purpose shall be to control and minimise emissions attributable to the demolition and/or construction of the development. Reference shall be made to the Mayor of London's SPG, "The Control of Dust and Emissions during Construction and Demolition". The plan shall confirm:

- a. which air quality emission and dust control measures are to be implemented;
- b. which monitoring methods are to be implemented; and
- c. that construction machinery will meet NRMM standards

The development shall be implemented in accordance with details approved under this condition

Reason: To comply with the London Plan's SPG on Sustainable Design and Construction and Policy 7.14 of the London Plan (2016).

14. Noise and vibration

The mitigation measures recommended in the Noise Assessment by Ardent, report reference U780-10, shall be implemented in their entirety prior to the commencement of the use or first occupation of each phase of the development and retained as such thereafter.

Reason: To ensure the amenities of occupiers are not prejudiced by traffic noise/mixed use in the immediate surroundings, in accordance with Policies DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and Policy 7.15 of the London Plan(2016).

15. Noise – fixed plant

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

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of neighbouring properties in accordance with Policies DM04 of the Development Management Policies DPD (adopted September 2012) and Policy 7.15 of the London Plan (2016).

16. Noise and vibration – internal residential environment

(a) Prior to the commencement of each phase of the development (other than for Demolition, Ground works and Site Preparation Works) details of mitigation measures for that phase to show how the development will be constructed so as to provide sufficient air borne and structure borne sound insulation against internally generated noise and vibration has been submitted to and approved in writing by the Local Planning Authority. Any gym equipment shall be isolated from the structure of the building. This sound insulation shall ensure that the levels of noise generated from the gym, office and cafe; as measured within habitable rooms of the development shall be no higher than 35dB(A) from 7am to 11pm and 30dB(A) in bedrooms from 11pm to 7am. The report shall include all calculations and baseline data, and be set out so that the Local Planning Authority can fully audit the report and critically analyse the content and recommendations.

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

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of the residential properties in accordance with Policies DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and Policy 7.15 of the London Plan 2016.

17. Details of plant equipment

(a) Prior to the installation of all extraction and ventilation equipment to be installed as part of a phase of the development, details of such equipment shall be submitted to and approved in writing by the Local Planning Authority. The equipment shall be installed using antivibration mounts. The report shall include all calculations and baseline data, and be set out so that the Local Planning Authority can fully audit the report and critically analyse the content and recommendations.

(b) The development shall be implemented in accordance with details approved under this condition before first occupation or the use is commenced for each relevant phase and retained as such thereafter.

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

18. Landscape and Ecological Management Plan (LEMP)

Prior to the commencement of the development (other than for Demolition, Ground works and Site Preparation Works), a landscape and ecological management plan (LEMP) shall be submitted to, and be approved in writing by, the Local Planning Authority. The content of the LEMP shall include the following.

- a) Description and evaluation of features to be managed.
- b) Ecological trends and constraints on site that might influence management.
- c) Aims and objectives of management.
- d) Appropriate management options for achieving aims and objectives.
- e) Prescriptions for management actions.

- f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period).
- g) Details of the body or organization responsible for implementation of the plan.
- h) Ongoing monitoring and remedial measures.

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

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

19. Native plant species

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

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

20. Bat surveys

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

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

21. Refuse and recycling

Notwithstanding the details submitted with the application and otherwise hereby approved, before each phase of development hereby permitted is brought into use or occupied the following information shall be submitted to and approved in writing by the Local Planning Authority:

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

The development shall be implemented and the refuse and recycling facilities provided in full accordance with the information approved under this condition before the each phase of development is occupied and the development shall be managed in accordance

with the information approved under this condition in perpetuity once occupation of the site has commenced.

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

22. Hours of construction

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

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

23. Protection of trees

(a) Prior to the commencement of each phase of the development a dimensioned tree protection plan in accordance with Section 5.5 and a method statement detailing precautions to minimise damage to trees in accordance with Section 6.1 of British Standard BS5837: 2012 (Trees in relation to design, demolition and construction - Recommendations) shall be submitted to and approved in writing by the Local Planning Authority.

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

Reason: To safeguard the health of existing trees which represent an important amenity feature in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012), Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012) and Policy 7.21 of the London Plan (2016).

24. Retained trees – site levels

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

The development shall be implemented in accordance with details approved under this condition

Reason: To safeguard the health of existing trees which represent an important amenity

feature in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012), Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012) and Policy 7.21 of the London Plan (2016).

25. Retained trees - excavations

(a) Prior to the commencement of each phase of the development details of the location, extent and depth of all excavations for services (including but not limited to electricity, gas, water, drainage and telecommunications) in relation to trees on and adjacent to the site shall be submitted to and approved in writing by the Local Planning Authority.

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

Reason: To safeguard the health of existing tree(s) which represent an important amenity feature in accordance with CS5 and CS7 of the Local Plan Core Strategy (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012) and Policy 7.21 of the London Plan (2016).

26. Landscape Management Plan

(a) No development (other than for Demolition, Ground works and Site Preparation Works) shall be commenced until details of a Landscape Management Plan for all landscaped areas for a minimum period of 20 years have been submitted to and approved in writing by the Local Planning Authority.

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

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

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

Reason: To ensure a satisfactory appearance to the development in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012), Policies CS5 and CS7 of the Local Plan Core Strategy (adopted September 2012) and Policy 7.21 of the London Plan (2016).

27. Obscure glazing

(a) Before each phase of the development hereby permitted is first occupied details of obscuring glazing, for those properties with facing windows to habitable rooms less than 21 metres away, shall be submitted to and approved in writing by the Local Planning Authority

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

Reason: To safeguard the privacy and amenities of occupiers of adjoining residential

properties in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012) and the Residential Design Guidance SPD (adopted October 2016).

28. Play equipment

(a) Before the development hereby permitted is first occupied, a scheme detailing all play equipment to be installed in the communal amenity spaces shall be submitted to and approved in writing by the Local Planning Authority. Details shall include landscaping, climbable objects, fixed equipment, facilities for younger and older children and facilities suitable for disabled children and carers. Provision shall include at least 505 sq.m of dedicated doorstep play space for children under-five.

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

Reason: To ensure that the development represents high quality design and to accord with Policy CS7 of the Local Plan Core Strategy (adopted September 2012), Policy DM02 of the Development Management Policies DPD (adopted September 2012), the Residential Design Guidance SPD (adopted October 2016), the Planning Obligations SPD (adopted April 2013) and Policy 3.6 of the London Plan (2016).

29. Use Class

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

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

30. Advert hoardings

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

Any advertising hoardings on the site must comply with the details approved under this condition

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

31. Green roofs

(a) Prior to the commencement of each phase, no development (other than demolition, ground works and site preparation works) shall take place until details of the proposed green roof have been submitted to and approved in writing by the Local Planning Authority.

(b) The green roof shall be implemented in accordance with the details approved this condition prior to the commencement of the use or first occupation of each phase of the development and retained as such thereafter. Should part of the approved green roof be removed, die, become severely damaged or diseased within five years of the completion of development, it shall be replaced in accordance with the details approved by this condition.

Reason: To ensure that the proposed development does not prejudice the enjoyment of the occupiers of their homes in accordance with Policies DM04 of the Development Management Policies DPD (adopted September 2012) and Policy 7.15 of the London Plan (2016).

32. Sports pitches

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

Reason: To protect the biodiversity of the site in order to comply with Policy DM16 of the Development Management Policies DPD (2012).

33. External lighting

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

Reason: To protect the biodiversity of the site in order to comply with Policy DM16 of the Development Management Policies DPD (2012).

34. Car Parking Management Plan

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

- i. Location and layout of car parking spaces
- ii. Allocation of car parking spaces
- iii. On-site parking controls and charges (if any)
- iv. The enforcement of unauthorised parking
- v. 'Blue badge' space quantities in accordance with London Plan (2016) guidance
- vi. Location of a minimum of 2 car club spaces
- vii. Electric Charging Points: Location and specification. For residential parking spaces, delivery of the 20% of parking spaces which shall be active and 20% which shall be passive electric charging points. For non-residential spaces, provision at 20% of spaces shall be undertaken with potential provision at a further 10% of spaces.

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

Reason: To ensure the development meets the needs of its future occupiers and to comply

with the requirements of Policies 3.8 and 7.2 of the London Plan (2016) 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.

35. Car parking

The level of parking for all land uses shall be as set out in the Design and Access Statement Addendum document dated August 2017, resulting in 516 residential spaces (including visitor spaces) and 19 commercial spaces (of which 326 are basement spaces (including garages), 164 are off-street spaces and 45 are on-street spaces).

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

Reason: To ensure the development meets the needs of its future occupiers and to comply with the requirements of Policies 3.8 and 7.2 of the London Plan (2016) 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.

36. Residential parking

Private parking provision for residential units shall be used for the purpose of residential parking and servicing only, unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure the development meets the needs of its future occupiers and to comply with the requirements of Policies 3.8 and 7.2 of the London Plan (2016).

37. Cycle parking

Before each phase of the development hereby permitted is occupied; details of cycle parking and cycle storage facilities in accordance with the London Plan should be submitted to and approved by the Local Planning Authority. Cycle parking and cycle storage facilities shall be implemented in full accordance with the approved details prior to the first occupation of each phase of development hereby approved 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).

38. Accessible parking bays

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

A minimum of 2 accessible parking bays should be provided for the commercial uses.

Reason: To ensure the development meets the needs of its future occupiers and to comply with the requirements of Policies 3.8 and 7.2 of the London Plan (2016); Shaping Neighbourhoods Accessible London: Achieving an Inclusive Environment SPG October 2014 and Manual for Streets 2. To ensure that parking is provided and managed in line with the Local Planning Authority's standards in the interests of highway and pedestrian safety in accordance with

London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

39. Pedestrian and cycle routes

Before each phase of the development hereby is occupied; details to show entry and egress arrangements and pedestrian walkways / cycleways within that phase is to be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in full in accordance with the approved details.

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

40. Construction Environment Management Plan (CEMP)

No development (including Demolition, Ground Works and Site Preparation Works) shall commence within a phase until a Construction Environmental Management Plan, setting out the construction and environmental management measures associated with that Development Phase, has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall include:

Construction site and works

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

Construction management and procedures

- viii. Code of Considerate Practice
- ix. Consultation and neighbourhood liaison
- x. Staff training and briefing procedures

- xi. Schedule of environmental legislation and good practice
- xii. Register of permissions and consents required
- xiii. Environmental Audit Programme
- xiv. Environmental Risk Register
- xv. Piling Works Risk Assessment
- xvi. Health and safety measures
- xvii. Complaints procedures
- xviii. Monitoring and reporting procedures

Demolition and waste management

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

Construction traffic

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

Environmental Management

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

Biodiversity

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

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

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties, in the interests of highway and pedestrian safety and in the interests of protecting the environment and trees in accordance with policies CS9, CS13, CS14, DM01, DM04, DM16 and DM17 of the Barnet Local Plan (2012) and policies 5.3, 5.18, 7.14, 7.15, 7.21 and 5.21 of the London Plan (2016).

41. Delivery & Servicing Plan (DSP)

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

All deliveries and servicing associated with the development shall be carried out only in accordance with the approved details.

Reason: In the interest of highway safety in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012, Policy DM17 of Development Management Policies (Adopted) September 2012 and Policy 6.14 of the London Plan (2016).

42. Access

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

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

43. Temporary access

Prior to the commencement of any phase of development, details of any temporary vehicular and pedestrian access arrangements to serve the occupiers of a previous phase of development during the construction period shall be submitted to and approved by the Local Planning Authority. Any temporary vehicular and pedestrian access shall be implemented in full accordance with the approved details prior to occupation of any phase of the development hereby approved. Access to any completed phase during the construction period shall only be in accordance with the agreed details and shall be removed when the publicly accessible routes from the Ridgeway are available for use.

Reason: To ensure that any temporary vehicle access that may be required during the construction phase of development is safe and suitable for its intended use and to safeguard the amenities of neighbouring residents.

44. External lighting

Prior to the commencement of each phase (other than for Demolition, Ground works and Site Preparation Works), a lighting design submission detailing philosophy, reasons and targeted achievements dealing with expectations, controls, light pollution, spillage must be submitted to and approved in writing by the Local Planning Authority. Lighting should be restricted to low

intensity and directed away from potential Bat foraging and roosting habitat. Details to be submitted include:

- Details of all the equipment used, specific lamps, luminaires and columns with images;
- For each luminaire a full technical specifications (e.g. glare ratings, wattage, colour rating and e-class);
- Details of the light levels chosen and which guidelines have been referred to;
- Isolux diagrams of the report overlaid with the parking areas, public areas and the surrounding houses and roads showing as a minimum 3, 5 and 10 lux lines;
- Vertical illuminance calculations across the backs of all nearby neighbouring properties taken at 10 to 20 metre intervals;
- Details of all external lights if they affect the design area;
- Details of any ecological mitigation.

Each phase of Development shall thereafter be implemented in accordance with such details as so approved before the dwellings approved are occupied within that phase.

Reason: In the interest of highway safety and amenity in accordance with Policies DM01 DM16 and DM17 of the Development Management Policies DPD (adopted September 2012).

45. Written Scheme of Investigation (WSI) for historic buildings

No demolition of the Cruciform building shall take place until a written scheme of historic building investigation (WSI) has been submitted to and approved by the Local Planning Authority in writing. For buildings that are included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, which shall include the statement of significance and research objectives, and

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

Reason: The planning authority wishes to secure the recording of these historic buildings in accordance with the provisions of the NPPF, Policy 7.8 of the London Plan (2016) and Barnet Core Strategy Policy CS5 and Development Management Plan Policy DM06 (2012).

46. Commercial units

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

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

47. Inclusive design

The development shall be implemented in full accordance with the submitted Access Statement (dated June 2016, prepared by David Bonnett Associates) and shall thereafter be retained.

Reason: To ensure the development meets the needs of its future occupiers and to comply with the requirements of Policies 3.8 and 7.2 of the London Plan (2016) and policy DM02 of the Barnet Local Plan (2012).

48. Energy Statement

The development shall be implemented in full accordance with the submitted Energy Statement (dated June 2016 prepared by BBS Environmental ref EST45932 Issue 1) and shall thereafter be retained. The communal heating system shall be designed to permit a future connection to a District Heat Network should one become available in the future,

Reason: To ensure that the development is sustainable and in accordance with policies DM01 of the Barnet Local Plan (2012) and Policies 5.2, 5.3 and 5.7 of the London Plan (2016)

49. Secured by Design

The development hereby approved shall be designed and constructed to Secured by Design Sections 2 and 3 Compliance.

Reason: To ensure that the proposed development meets the Police standards for the physical protection of the buildings and their occupants, and to comply with Policy 7.3 of the London Plan (2016) and policy DM02 of the Barnet Local Plan (2012).

50. Accessible and adaptable dwellings

90% of residential units within the proposed development shall be designed to Part M4 (2) 'accessible and adaptable dwellings' of the Building Regulations 2010 (as amended 2015).

Reason: To ensure that the proposed development meets the Local Planning Authority's Standards in relation to the provision of wheelchair accessible homes and to comply with Policy DM02 of Development Management Policies (Adopted) September 2012 and Policy 3.8 of the London Plan (2016).

51. Wheelchair user dwellings

At least 46 dwellings (10% of the dwellings) in the development shall be wheelchair accessible or easily adaptable for wheelchair use (Part M4 (3) 'wheelchair user dwellings' of the Building Regulations 2010 (as amended 2015). The 46 dwellings will comprise 38 x 2-bed units and 8 x 3-bed units.

Reason: To ensure that the proposed development meets the Local Planning Authority's Standards in relation to the provision of wheelchair accessible homes and to comply with Policy DM02 of Development Management Policies (Adopted) September 2012 and Policy 3.8 of the London Plan (2016).

52. Burtonhole Lane emergency access

Prior to first occupation, full details of the retained Burtonhole Lane vehicular access shall be submitted to the Local Planning Authority and approved in writing, including details of the proposed gate, maintenance of the access, and methods of access for emergency vehicles. This access shall remain closed at all times, except for emergency vehicle access and essential maintenance.

Reason: To safeguard the amenities of neighbouring occupiers in accordance with Policy DM01 Development Management Policies DPD (adopted September 2012).

INFORMATIVES

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

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

- i) The Environment Agency CLR & SR Guidance documents (including CLR11 'Model Procedures for the Management of Land Contamination');
- ii) National Planning Policy Framework (2012) / National Planning Practice Guidance (2014);
- iii) BS10175:2011 - Investigation of potentially contaminated sites - Code of Practice;
- iv) Guidance for the safe development of housing on land affected by contamination (2008) by NHBC, the EA and CIEH;
- v) CIRIA report C665 - Assessing risks posed by hazardous ground gases to buildings;
- vi) CIRIA report C733 - Asbestos in soil and made ground: a guide to understanding and managing risks.

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

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

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

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

INFORMATIVE 5: For construction works adjacent to the public highways, the applicant must contact Barnet Council's First Contact on 0208 359 2000 for any necessary Highways Licenses.

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

INFORMATIVE 7: The applicant is advised that any street furniture or lighting column affected by the proposed works would be relocated under a rechargeable works agreement by Barnet Council's term contractor for Highway Works. You may obtain an estimate for this work from Development & Regulatory Services, Barnet House, 1255 High Road, Whetstone, N20 0EJ.

INFORMATIVE 8: The applicant is advised that the proposed development may involve alterations to the existing on-street waiting and loading restrictions. Alterations to on-street waiting and loading restrictions will be subject to a statutory consultation period. The Local Planning Authority cannot prejudge the outcome of the consultation process.

INFORMATIVE 9: Barnet Local Planning Authority's refuse vehicles will be required to enter the site and therefore the estate roads must be constructed to adoptable standards. Details of the materials and surface finishes that would be acceptable for use on the private roads will be undertaken and constructed to an adoptable standard. Details of the road construction requirements can be obtained from the Traffic and Development Section in Development & Regulatory Services, Barnet House, 1255 High Road, Whetstone, N20 0EJ.

INFORMATIVE 10: The gradient for the proposed ramps leading to the underground parking areas should have a gradient not steeper than 1:10 or in accordance with the guidelines in IStructE Design recommendations for multi-storey and underground car parks 3rd Edition.

INFORMATIVE 11: The costs of any associated works on the public highway, including reinstatement works, will be borne by the Applicant and Barnet Local Planning Authority will require the Applicant to enter into a rechargeable agreement or a 278 Agreement under the Highways Act 1980.

INFORMATIVE 12: The written scheme of investigation will need to be prepared and implemented by a suitably professionally accredited heritage practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London.

INFORMATIVE 13: No stopping up of highways is shown on the approved plans. Any highways to be stopped up under Section 247 of the Town and Country Planning Act will need to be agreed with Barnet Local Planning Authority.

INFORMATIVE 14: Thames Water have reviewed the information provided and based on the understanding that piling/demolition works are carried out in accordance with the submitted drawing no. 71623_DWG_00_103 Rev B, no piling method details are required. Please advise

Thames Water if these plans change so that they can re-assess the risk to their assets. Email: devcon.team@thameswater.co.uk, quoting "DTS Ref 49409."

INFORMATIVE 15: Pre-commencement conditions:

The following pre-commencement conditions attached to this decision notice are considered necessary in order to safeguard the nature conservation interest of adjoining land, safeguard transport infrastructure and protect the amenities of existing residents, future occupiers and users of the proposed development and to ensure that the proposed development results in a sustainable and well- designed scheme:

Conditions:

- 3. Phasing
- 11. Contaminated land
- 13. Air Quality and Dust Management Plan
- 20. Bat surveys
- 23. Protection of trees
- 24. Retained trees – site levels
- 25. Retained trees - excavations
- 30. Advert hoardings
- 41. Construction Environment Management Plan (CEMP)