

LOCATION: Former Abbotts And Winters Haulage Site, Oakleigh Road South, London N11 1HJ
REFERENCE: 15/04005/FUL **Received:** 29 Jun 2015
Accepted: 1 Jul 2015
WARD: Brunswick Park **Expiry:** 28 Sep 2015

APPLICANT: London Borough of Barnet

PROPOSAL: The relocation of the waste management highways and fleet maintenance facilities provided by London Borough of Barnet, currently based at the Mill Hill Depot at Bittacy Hill.
The proposed scheme will provide the following facilities: A vehicle maintenance building; staff office and welfare building; a covered bulking facility for transferring dry recyclables and food waste to larger vehicles for processing outside the borough; a salt barn for winter gritting; parking for Barnet's refuse and recycling collection vehicles; and winter gritting fleet; a vehicle cleaning bay and fuel station and parking for employees

APPLICATION SUMMARY

The report relates to a full planning application for the relocation of the waste management highways and fleet maintenance facilities provided by London Borough of Barnet, currently based at the Mill Hill Depot at Bittacy Hill.

The proposal consists of the following parts;

- A vehicle maintenance building – this is to be located at the widest part of the site to allow sufficient space for two way traffic movement around the site including access and egress to the maintenance bays;
- A staff office and welfare building;
- A covered bulking facility for transferring dry recyclables and food waste to large vehicles for processing outside of the borough;
- A salt barn for winter gritting - the salt barn and bulking facility are to be located next to the site entrance to allow for ease of traffic movement throughout the day;
- Parking for Barnet's refuse and recycling collection vehicles and winter gritting fleet. The layout has been designed to allow parking and safe movement for 70 commercial vehicles and vans;
- A vehicle cleaning bay and fuel station for the Council's waste and recycling collection vehicles;
- Parking spaces for employees.

Background

The current Council Depot facilities are located at Mill Hill, Bittacy Hill. The Mill Hill East Area Action Plan (AAP) was adopted by the Council in 2009 which proposed the reuse of the land currently occupied by the depot as part of a residential led mixed use development in conjunction with the adjoining Inglis Barracks Site which had been identified as being surplus to requirements by the site's owner the Minister of Defence. Subsequent to this, Outline Planning Permission was granted in 2011 under planning application H/04017/09, for the redevelopment of the land including the current Council Depot to provide 2174 residential units, a primary school, 1,100sqm of 'High Street' (A1/2/3/4/5) uses, 3,470sqm of employment (B1) uses, a district energy centre (Sui Generis) and associated open space, means of access, car parking and infrastructure.

As a result of the above the London Borough of Barnet is committed contractually to vacate the current Mill Hill Depot site by December 2016. Initial plans envisaged the relocation of the depot to Pinkham Way combining the site with the North London Waste Authority to facilitate future waste plans across North London.

However due to difficulties in reaching agreement between the various interested parties and due to time pressure, it has become necessary for the Council to consider other alternatives.

Several sites were considered for this purpose including Lupa House Borehamwood, 1-8 Capitol Way, Bunns Lane, South Mimms and the Jehovah's witness printing works in Mill Hill. These sites were discounted for various reasons including availability, location (outside the borough), proximity and lack of space to accommodate all Council services. Due to these issues the Council has identified the former Abbots Depot site, Oakleigh Road South, as the preferred new location having regard to legal, property and planning issues.

Principle of Development

The proposed use of the site as a Council Depot and Waste Handling facility would maintain the employment use of the land, providing new modern infrastructure on brownfield previously developed land, previously identified for employment use. The proposal would replace in part the vacant warehouse use as well as the waste handling facilities currently operated by Winters replacing the existing buildings with new purpose built structures which comply with modern standards of energy efficiency. The reuse of previously developed land is also encouraged by policies 2.2 and 2.7 of The London Plan and paragraph 2.1.1 of the Mayor's Sustainable Design and Construction SPG.

In relation to the suitability of the site in part for waste storage it is noted that such uses are already in part occurring on the wider site at present in the form of GBN and the Winters use which will be replaced under the current application. The development of sites for managing waste and recycling is in accordance with Policies 5.16 and 5.17 of the London Plan. In particular Policy 5.17 supports developments such as this that includes a range of complementary waste facilities on a single site. The Draft North London Waste Plan also acknowledges that the re-orientation of existing waste transfer stations will not be sufficient to meet the needs and new waste management facilities will be required.

Overall the proposal is considered to accord with national, regional and local planning policy which seek to manage waste in a sustainable way and therefore the principle of the development on this site is acceptable.

Design

The proposed buildings are set back from the frontage of the site, and are proposed to be clad in materials to blend in with the surrounding trees. The applicant has submitted a detailed visual Impact Assessment in support of the application which demonstrate that the buildings would be appropriate in scale and design to their surroundings and would not negatively impact upon the visual amenities of the surrounding area.

Amenities of Neighbouring Occupiers

In regards to the physical aspect of the buildings, due to the siting in relation to neighbouring residential properties and limited height of the buildings the proposal would not cause any significant impacts upon daylight/ sunlight or privacy in relation to any neighbouring residential properties.

The main potential residential amenity impact of the proposal concerns the operational noise impact of the proposal along with noise impacts connected with the movement of vehicles.

In respect of air pollution, no significant impacts are identified by the council's Environmental Health Team.

Crossrail 2

The site is on land safeguarding by Crossrail 2 for operation needs in relation to the storage of vehicles and materials for construction.

Discussions with Crossrail have indicated that the land may be required at a future stage in 10-15 year's time to store infrastructure connected with the installation of Crossrail 2. Notwithstanding this the use of the land for other purposes can be approved providing such use is acceptable in planning terms and does not prejudice the reason for the land to be safeguarded in the first place. In this instance the TfL Crossrail team have not raised any objections in principle subject to the attachment of suitable conditions. The proposal would fulfil an immediate need to relocate the Council depot facilities by 2016 and in the event that the land is required by Crossrail it is likely that discussions on other sites connected with the North London Waste Plan would have progressed.

Highways, Traffic and Parking

The planning application is accompanied by a detailed Transport Survey and Traffic Management Plan which assesses the impact of the proposal on the adjoining highway. The application is also accompanied by a detailed transport statement which assesses the proposed use of the depot on the basis of traffic surveys of the existing use at Mill Hill and comparing this to surveys of the existing use at Winters.

The surveys show that there should be a total reduction of the vehicles entering and exiting the site on a daily basis. Notwithstanding this it is appreciated that there are existing problems with access to the site, which are self-evident to anyone passing the site and these will not disappear as a result of the application as other adjoining uses will continue to operate from the site. As such the application proposes road improvements, widening the existing access as well as road improvements to Oakleigh Road South in either direction along with the provision of parking restrictions and new pedestrian crossings. On balance it is considered that with the incorporation of these measures the proposal would not result in any demonstrable impact upon the safety or freeflow of traffic or pedestrians using the adjoining highway.

Improvements to the pedestrian environment are also proposed including widening the existing footpath, new crossings along with improvements to the existing pedestrian underpass to the north of the site.

Energy and Sustainability

A combination of energy efficient and sustainable measures which address the Mayors Energy Hierarchy will result in a 35% reduction in CO2 emissions.

The development is targeting BREEAM 'Very Good' and an appropriately worded condition is recommended for assessment at the time of detailed assessment to reconfirm the target will be achieved.

Landscaping and biodiversity

The application would necessitate the removal of 373 trees of which 2 are category A, 283 are category B (Mostly Hawthorn), 88 are Category C, and 6 are Category U. In addition tree pruning work including the removal of Ivy is proposed in relation to 10 further trees. Protective fencing is proposed to safeguard retained trees immediately outside the proposed works.

The Council has a duty under section 197 of the 1990 Planning Act to consider the desirability of preserving trees, in doing so account needs to be taken of the reasons for any proposed tree removal. In the case of the 2 category A trees, this is to widen the existing site access and to provide appropriate visibility splays in accordance with modern standards. This results in positive highway safety improvements over the existing arrangement. In relation to the category B trees, which represent the bulk of the tree removals, this is to enable the construction of a gabion retaining wall. The existing Winters skips are stored half hanging over the edge of the embankment which is not ideal and has significant health and safety implications. This needs to be addressed in the context of this redevelopment of the site. Mitigation will be provided in the form of landscape feature trees along Oakleigh Road together with replacement planting on the Oakleigh Road side of the Gabion Walls. While it is clear that there will be some short time loss of tree screening, this would be for a limited time until replacement trees grow to a sufficient height. In addition to this a significant number of trees will be retained which would maintain the general verdant nature of this embankment. In many ways the proposals represent the proper management of trees on the site that properly

balances the desire to maximise both tree retention and replacement planting, against the need for the site to be operated safely.

In relation to biodiversity the submitted ecological reports advise that the area is used as a foraging and commuting area for bats, contains nesting birds and also contains a colony of slow worms, a protected species. These matters are safeguarded by other legislation, including the Wildlife Act 1981 and Natural Environment and Rural Communities Act (2006) and are also safeguarded by suggested planning conditions.

Flood risk, Water Resources, Drainage and SUDs

The site is within Flood Zone 1 which is classified as being of low risk of flooding, however due to the size of the site (over 1 hectare) a flood risk assessment was submitted with the application in compliance with regulation. A drainage strategy was also submitted. The documents advise that surface water run off rates will be restricted to greenfield levels. The applicant considered the use of Sustainable Urban Drainage Systems, but these were discounted due to the industrial type use of the land and soil conditions (London Clay). Instead an underground attenuation tank is proposed which would control flow rates into the Thames Water controlled public sewer on the southern part of the site. This would also be fitted with oil filters to restrict pollution.

The submitted documents have been examined by the Environment Agency and Thames Water who have raised no objection in principle, however they recommend that rainwater recycling is considered which could be used for washing down vehicles limiting water consumption rates.

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:

That subject to Recommendation 1, the Assistant Director of Planning and Building Control approve the planning application reference 15/04005/FUL under delegated powers and grant planning permission subject to the following conditions and any amendments to the wording, additions or deletions of the conditions considered necessary by the Assistant Director - Planning and Building Control:

Conditions

Approved Plans

1. Approved Plans

No development shall take place unless in accordance with the following Approved Parameter Plans and substantially in accordance with the supporting documents:

Site location plan OSD CA 00 000 DSP AR 900-000 P03
Existing Site Block Plan OSD CA 00 G00 DSP AR 900-001 P01
Proposed Site Block Plan OSD CA 00 G00 DSP AR 900-002 P12
Existing Site Sections OSD CA ZS G00 DSP AR 900-102 P01
Proposed Site Sections OSD CA ZS G00 DSP AR 900-102 P03
Salt Barn and Bulking Facility OSDCA 00 G00 DSP AR 202-001 P00
Salt Barn and Bulking Facility OSDCA 00 G00 DSP AR 202-002 P00
Gatehouse and Waste and Recycling Portakabin OSDCA 00 ZZZ DEL AR 203-001 P00
Office and Welfare Vehicle Maintenance First Floor OSD CA 00 F00 DSP AR 201 002 PO5 Vehicle Maintenance Roof OSD-CA-00-F00-DSP-AR-201-003
Office and Welfare Ground Floor OSD-CA-00-G00-DSP-AR-201-001 P06
Office & Welfare and Vehicle Maintenance Elevations North and East OCD-CA-00-ZZZ-DEL-AR-201-003 P01
Office & Welfare and Vehicle Maintenance Elevations West and South OCD-CA-00-ZZZ-DEL-AR-201-004 P01
Salt Barn and Bulking Facility Elevations OCD-CA-00-ZZZ-DEL-AR-202-001
Gatehouse and Waste and Recycling Portokabin Elevation and Plan-A1 Titled OCD-CA-00-ZZZ-DEL-AR-203-001
Tree Protection Plan MSL11761-T-01 A1
Tree constraint Plan MSL11761-T- 02-A1
External Lighting Plan Rev 2
69046_ENV_DET_01_P1 Close Boarded Fence Detail
69046_ENV_LP_01_P3 Landscape Masterplan
69046_ENV_LP_02_P3 Underpass
69046_ENV_LP_03_P3 Grass Verge
69046_ENV_PS_01 Plant Selection

69046_ENV_PSS_01_P3 Planting schedules
69046_ENV_TR_01_P4 Tree Removal Plan
Vehicle Tracking OSD-CPI-00-000-DSP-CE-950001 P00
External Street Lighting Plan OSD-CPI-00-000-DSP-SL-600001 P00
MSL11761-T-RevD-01
MSL11761-T-RevD-02

Design and Access Statement Rev P02
Planning Statement
Oakleigh Road South Transport Assessment
Travel Plan Rev 4b & Appendices
Traffic Management Plan
Energy statement and LZC Report Rev0
Acoustic Survey January 2015 Revised September 2015
Additional Acoustic Survey April 2015 Revised September 2015
Refuse Details
Statement of Community Involvement
Utility Report
Ecological Survey Report June 2015
Reptile Survey Report August 2015
Bat Activity & Woodland Monitoring Final Report August 2015
Site Investigation Report
Geotechnical report
Land Contamination Cover Note for Winters
Unexploded Ordinance Survey
Mechanical Vent Planning Report
Flood Risk Assessment
Landscape Character Assessment
Landscape Visual Impact Assessment
Landscape Volume of Visualisation
BREEAM Preliminary Assessment Report
Drainage Strategy June 2015
Air Quality Assessment September 2015

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

2. **Time Limit**

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

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

3. **Samples of Materials**

Prior to any above ground work for the construction of any building, details and appropriate samples of the materials to be used for the external surfaces

of the buildings, and prior to the laying of any hard surfaces, details and appropriate samples of the materials to be used for the hard surfaced areas shall have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in accordance with such details as so approved and maintained 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 and policies 1.1, 7.4, 7.5 and 7.6 of the London Plan.

4. **Levels**

Prior to the commencement of development, details of the levels of the proposed buildings, roads, footpaths and other areas relative to adjoining land and any other changes proposed in the levels of the site associated with the works have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in accordance with such details as so approved before the dwellings approved are occupied within the relevant 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 and the health of any trees or vegetation 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.

5. **Parking**

Before the development hereby permitted is occupied, parking shall be provided in accordance with the Drawing No OSD-CA-00-G00-DSP-AR-900-002 Rev P12. Thereafter, the parking spaces shall be used only as agreed and not be used for any purpose other than the parking and turning of vehicles in connection with approved development.

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

6. **Construction Management Plan**

No site works or works on this development including demolition or construction work shall commence until a Demolition, Construction and Traffic Management Plan has been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in full accordance with the details approved under this plan. The Plan submitted shall include, but not be limited to, the following information:

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

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

7. Delivery and Servicing Plan

Before the permitted development is first used a full Delivery and Service Management Plan (DSMP) including details of the routing of the service vehicles shall be submitted to and agreed by the Local Planning Authority.

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

8. Traffic Management Plan

Before the permitted development is first used a Traffic Management Plan shall be submitted to and agreed by the Local Planning Authority.

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

9. Electric Charging Points

Before the development hereby permitted is first used full details of the

electric vehicle charging points to be installed in the development shall be submitted to the Local Planning Authority and approved in writing. These details shall include for the provision of 20% active and 10% passive parking spaces with electric vehicle charging facilities. The development shall be implemented in full accordance with the approved details prior to first occupation and maintained thereafter.

Reason: To ensure that the development makes adequate provision for electric vehicle charging points to encourage the use of electric vehicles in accordance with policy 6.13 of the London Plan.

10. **Car Parking Management Plan**

Before the development hereby permitted is first used, a Car Parking Management Plan to serve the residential development shall be submitted to and approved in writing by the Local Planning Authority. This should include:

- i. The location and layout of car parking spaces,
- ii. The location and layout of commercial parking spaces,
- iii. The means by which vehicles are instructed to park.
- iv. The allocation of car parking spaces and any associated charges;
- v. Details of any on site parking controls;
- vi. The enforcement of unauthorised parking; and
- vii. Disabled driver parking 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 shall be implemented in accordance with the approved details before the buildings hereby permitted are occupied and maintained thereafter.

Reason:

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

11. **Off Site Highway Works**

Before the development hereby permitted is first used, the off-site highway works as shown on the drawings hereby approved, or as otherwise agreed in writing, shall be completed to the satisfaction of the Local Planning Authority.

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

12. **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 unless in accordance with previously agreed emergency procedures for deviation.

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.

13. **Hard and Sort Landscaping**

Notwithstanding the content of plans hereby approve, prior to the commencement of development, a detailed scheme of hard and soft landscaping to serve the relevant phase shall be submitted to and approved in writing by the Local Planning Authority. The details of landscaping submitted shall include but not be limited to the following:

- the position of any existing trees and hedges to be retained or removed and the crown spread of each retained tree;
- details of any proposed topping or lopping of any retained tree, or of any tree on land adjacent to the site;
- existing site contours and details of any proposed alterations in existing ground levels, and of the position of any proposed excavation within the recommended protective distance referred to in BS5837: 2012.
- details of all tree, hedge, shrub and other planting proposed as part of the scheme and all planting proposed for green and brown roofs, green walls and other soft landscaped structures, including proposed species, plant sizes and planting densities;
- means of planting, staking and tying of trees, including tree guards, and a detailed landscape maintenance schedule for regular pruning, watering and fertiliser use;
- details of all proposed hard landscape works, including proposed materials, samples and details of special techniques to minimise damage to retained trees and details of techniques to be used to provide conditions appropriate for new plantings;
- timing of planting;
- details of all proposed boundary treatments, fencing, gates or other means of enclosure to be erected at the site.

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 policies 3.6 and 7.21 of the London Plan 2015.

14. **Arboricultural Method Statement**

The development shall be carried out in strict accordance with the provisions and tree protection methods outlined in the submitted Arboricultural Method Statement by Capita dated May 2015.

Reason: To safeguard the health of existing trees which represent an important amenity feature in accordance with policies CS5 and CS7 of The Core Strategy (2012) and DM01 of the Development Management Policies (2012).

15. **Underground Services**

This permission does not extend to destroy, fell, lop or top the existing trees and which are shown on the approved plans to be retained. These trees shall be protected during the implementation of the development in accordance with recommendations set out in BS 5837 (2012) and any supplementary protection requested by the Local Planning Authority. Before excavation can commence, drawings shall be submitted to the Local Planning Authority giving details of the method of excavation, type of foundation proposed for the buildings and indicating how the roots of these trees shall be protected. In addition, drawings shall be submitted showing the layout of underground services. No construction works shall commence until such drawings have been approved in writing by the Local Planning Authority.

Reason: To safeguard the health of existing trees which represent an important amenity feature in accordance with policies CS5 and CS7 of The Core Strategy (2012) and DM01 of the Development Management Policies (2012).

16. **Retained Trees**

In this condition “retained tree” means an existing tree which is to be retained in accordance with approved plan and particulars; and paragraphs (a) and (b) below shall have effect throughout the period that the building is in planning use for its permitted use.

(a) no retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the Local Planning Authority. Any topping or lopping approved shall be carried out in accordance with British Standard 3998 (Tree Work);

(b) if any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and the tree shall be of such size and species, and shall be planted at such time as may be specified in writing by the Local Planning Authority;

(c) the erection of fencing for the protection of any retained tree shall be undertaken in accordance with the recommendations set out in BS 5837 (2012) and the approved plans and particulars before demolition or any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the Local Planning Authority.

Reason: To safeguard the health of existing trees which represent an important amenity feature in accordance with policies CS5 and CS7 of The Core Strategy (2012) and DM01 of the Development Management Policies (2012).

17. **Arboricultural Consultant**

An Arboricultural consultant shall be employed to supervise and advise tree protection during the course of development including demolition and construction phases.

Reason: To protect existing trees during the construction works in order to ensure that the character and amenity of the area are not impaired in accordance with policies CS5 and CS7 of The Core Strategy (2012) and DM01 of the Development Management Policies (2012).

18. **Biodiversity Enhancements**

Prior to the commencement of development, details comprising a scheme of measures to enhance and promote biodiversity within the relevant phase shall be submitted to the Local Planning Authority and approved in writing. The scheme submitted shall include (but not be limited to) details of biodiversity enhancement measures related specifically to bats and birds. The approved scheme of measures shall be implemented in full in accordance with the approved details before the development is first used.

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 policies 5.11 and 7.19 of the London Plan 2015.

19. **Lighting Plan**

Notwithstanding the details shown on plans otherwise hereby approved and prior to the installation of any lighting a detailed external lighting scheme including siting of lighting columns and a site plan with lux lines shall be submitted to and approved in writing by the Local Planning Authority. This shall be accompanied by a statement from a qualified ecologist confirming that the proposed lighting plan will not adversely affect bats or other wildlife. The development shall be implemented in accordance with such details as approved.

Reason: To safeguard the visual amenities of the locality and prevent disturbance to existing and future occupants thereof and to ensure that any protected species present are not adversely affected by the development in accordance with Policies DM01, DM04 and DM16 of the Development Management Policies (2012).

20. **Detailed Surface Water Drainage Scheme**

The development hereby permitted shall not be commenced until a detailed surface water drainage scheme for the site, based on the agreed flood risk assessment has been submitted to and approved in writing by the local planning authority. The drainage strategy shall include a restriction in run-off and surface water storage on site as outlined in the FRA. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

Reason: To prevent the increased risk of flooding, to improve and protect water quality, and improve habitat and amenity. in line with Barnet Local Plan policies CS13 and DM04 and policies 5.3, 5.11. 5.13 and 5.14 of the London Plan 2015.

21. **BREEAM**

The Proposed development hereby approved shall achieve BREEAM 'Very Good' level of environmental performance. Before the development is first used the developer shall submit certification of the selected generic environmental standard.

Reason: To ensure that the development is sustainable and in accordance with policies DM01 and DM02 of the Barnet Local Plan and policies 5.2 and 5.3 of the London Plan 2015.

22. **Previously Unidentified Contamination**

If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, detailing how such contamination shall be dealt with.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety in accordance with Policy CS NPPF of the Local Plan Core Strategy DPD (adopted September 2012), DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and 5.21 of the London Plan 2015.

23. **Extraction and Ventilation Equipment**

a) The development hereby approved shall not be first brought into use until details of all extraction and ventilation equipment to be installed as part of the development have been submitted to and approved in writing by the Local Planning Authority. The report shall include all calculations and baseline data, and be set out so that the Local Planning Authority can fully audit the report and critically analyse the content and recommendations.

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

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

24. **Acoustic Fencing to be Constructed**

Notwithstanding the details shown on the plans submitted and otherwise hereby approved, the development hereby approved shall not be first brought into use until details of all acoustic walls, fencing and other acoustic barriers

to be erected on the site have been submitted to the Local Planning Authority and approved in writing.

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

25. Restricted Noise from Plant

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

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

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

26. Hours of Operation

The site shall only be used for the operation of vehicles, plant and other machinery operated outside of the hours of 7am to 7pm Monday to Friday, 7am to 1pm Saturday and any time on Sunday in accordance with a Management Plan designed to minimise the potential for the generation of noise from those operations. Such management plan shall be submitted to and approved by the local planning authority before any operations are undertaken outside of the previously specified hours and such operations shall only be undertaken in accordance with the approved Management Plan.

Reason: to ensure that the amenities of local residents are protected from the potential for noise nuisance outside of the normally accepted working hours in accordance with Policies DM04 of the Development Management Policies DPD (adopted September 2012) and 7.15 of the London Plan 2015.

INFORMATIVES:

1. The applicant is advised that if the development is carried out, where possible, the applicant should seek to improve the existing pedestrian visibility splays at either side of the vehicular access in accordance with the Manual for Streets.

2. The applicant is advised that Oakleigh Road South is Traffic Sensitive Road; deliveries during the construction period should not take place between 8.00am-9.30am & 4.30pm-6.30pm Mon-Fri. Careful consideration must also be given to the optimum route(s) for construction traffic and the Development and Regulatory

Services, Building 4, North London Business Park (NLBP), Oakleigh Road South, London N11 1NP should be consulted in this respect.

3. The applicant is advised that the proposed development may involve alterations to the existing public highway and any waiting restrictions. Alterations to on-street waiting and loading restrictions will be subject to a statutory consultation period. The Council cannot prejudge the outcome of the consultation process.

4. The Environmental Protection (Duty of Care) Regulations 1991 for dealing with waste materials are applicable for any off-site movements of wastes. The developer as waste producer therefore has a duty of care to ensure all materials removed go to an appropriate permitted facility and all relevant documentation is completed and kept in line with regulations.

5. If any controlled waste is to be removed off site, then the site operator must ensure a registered waste carrier is used to convey the waste material off site to a suitably permitted facility. The Hazardous Waste (England and Wales) Regulations 2005 state that if the total quantity of waste material to be produced at or taken off site is hazardous waste and is 500kg or greater in any 12 month period the site will need to register with us as a hazardous waste producer. All hazardous waste movements off site must be accompanied by a consignment note

6. The applicants attention is drawn to the following comments from Thames Water:

'There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted in some cases for extensions to existing buildings. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the options available at this site.

Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

A Trade Effluent Consent will be required for any Effluent discharge other than a 'Domestic Discharge'. Any discharge without this consent is illegal and may result in

prosecution. (Domestic usage for example includes - toilets, showers, washbasins, baths, private swimming pools and canteens). Typical Trade Effluent processes include: - Laundrette/Laundry, PCB manufacture, commercial swimming pools, photographic/printing, food preparation, abattoir, farm wastes, vehicle washing, metal plating/finishing, cattle market wash down, chemical manufacture, treated cooling water and any other process which produces contaminated water. Pre-treatment, separate metering, sampling access etc, may be required before the Company can give its consent. Applications should be made at <http://www.thameswater.co.uk/business/9993.htm> or alternatively to Waste Water Quality, Crossness STW, Belvedere Road, Abbeywood, London. SE2 9AQ. Telephone: 020 3577 9200.

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.'

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

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

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

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

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

- 1) BS 7445(2003) Pt 1, BS7445 (1991) Pts 2 & 3 - Description and measurement of environmental noise;
- 2) BS 4142:1997 - Method for rating industrial noise affecting mixed residential and industrial areas;
- 3) BS 8223: 2014 – Guidance on sound insulation and noise reduction for buildings: code of practice;
- 4) Department of Transport: Calculation of road traffic noise (1988);
- 5) Department of Transport: Calculation of railway noise (1995);
- 6) National Planning Policy Framework (2012)/ National Planning Policy Guidance (2014).

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

8. Any and all works carried out in pursuance of this consent / notice will be subject to the duties, obligations and criminal offences contained in the Wildlife and Countryside Act 1981 (as amended). Failure to comply with the provisions of the Wildlife and Countryside Act 1981 (as amended) may result in a criminal prosecution.

The application is further advised that a licence from Natural England is required for the proposed for the proposed translocation of Slow Worms which have been recorded as being present on the site. No site works or works in connection with the development hereby approved shall therefore be commenced until such stage as the necessary consents have been received and the measures pursuant to such consent have been implemented.

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

The 'National Planning Policy Framework' (NPPF) was published on 27 March 2012. This is a key part of the Governments reforms to make the planning system less complex and more accessible, and to promote sustainable growth.

The NPPF states that "good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people". The NPPF retains a presumption in favour of sustainable development. This applies unless any adverse impacts of a development would "significantly and demonstrably" outweigh the benefits.

In March 2014 the National Planning Practice Guidance was published (online) as a web based resource. This resource provides an additional level of detail and guidance to support the policies set out in the NPPF.

National Planning Policy for Waste (October 2014)

The Waste Management Plan for England sets out the Government's ambition to work towards a more sustainable and efficient approach to resource uses and management. Positive planning plays a pivotal role in delivering this country's waste ambitions by amongst other matters ensuring the delivery of sustainable development and resource efficiency, including the provision of modern infrastructure, local employment opportunities and wider climate change benefits.

National Waste Management plan for England (December 2013)

The National Waste Management Plan for England seeks to use the resources we have as efficiently as possible, minimising the impact of waste on our country and supporting the industries of the future. The plan further advises that it is important to make sure that waste is optimally managed, so that the costs to society of dealing with waste, including the environmental costs are minimised.

London Plan 2015

The London Plan is the development plan in terms of strategic planning policy for the purposes of the Planning and Compulsory Purchase Act (2004). On the 10th March 2015, the Mayor published (i.e. adopted) the Further Alterations to the London Plan (FALP). From this date, the FALP are operative as formal alterations to the London Plan (the Mayor's spatial development strategy) and form part of the development plan for Greater London. The London Plan has been updated to incorporate the Further Alterations. It also incorporates the Revised Early Minor Alterations to the London Plan (REMA), which were published in October 2013.

The London Plan policies (arranged by chapter) most relevant to the determination of this application are as follows:

Context and Strategy:

1.1 (Delivering the Strategic Vision and Objectives for London)

London's Places:

2.2 (London and the Wider Metropolitan Area)

2.7 (Outer London Economy)

2.8 (Outer London Transport)

2.13 (Opportunity Areas and Intensification Areas)

London's Economy:

4.1 (Developing London's Economy)

4.4 (Managing Industrial Land and Processes)

London's Response to Climate Change:

5.1 (Climate Change Mitigation)

5.2 (Minimising Carbon Dioxide Emissions)

5.7 (Renewable Energy)

5.10 (Urban Greening)

5.11 (Green Roofs and Development Site Environs)

5.12 (Flood Risk Management)

5.13 (Sustainable Drainage)

5.16 (Waste Net Self Sufficiency)

- 5.17 (Waste Capacity)
- 5.21 (Contaminated Land)

London's Transport:

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

London's Living Places and Spaces:

- 7.4 (Local Character)
- 7.6 (Architecture)
- 7.14 (Improving Air Quality)
- 7.15 (Reducing and Managing Noise)
- 7.19 (Biodiversity and Access to Nature)
- 7.21 (Trees and Woodlands)

Mayoral Supplementary Guidance

Sustainable Design and Construction (May 2006)

The Sustainable Design and Construction (SPG) seeks to design and construct new development in ways that contribute to sustainable development. In terms of waste, the preferred standard seeks to provide facilities to recycle or compost at 60% of waste by 2015. The SPG also states that the siting of recycling facilities should follow consideration of vehicular access to the site and potential (noise) impacts on amenity.

The Mayor's Climate Change Mitigation and Energy Strategy (October 2011)

The strategy seeks to provide cleaner air for London. This strategy focuses on reducing carbon dioxide emissions to mitigate climate change, securing a low carbon energy supply for London and moving London to a thriving low carbon capital.

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North London Waste Plan

The Draft North London Waste Plan was produced jointly by seven north London boroughs, which includes Barnet. The Draft Plan identifies the preferred sites for new waste facilities and includes planning policies to guide future waste

developments. The plan is only a draft and has not been formally adopted and therefore whilst a material consideration, can only be afforded limited weight.

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)

CS8 (Promoting a strong and prosperous Barnet)

CS9 (Providing safe, effective and efficient travel)

CS13 (Ensuring the efficient use of natural resources)

CS14 (Dealing with our waste)

CS15 (Delivering the Core Strategy)

Development Management Policies (Adopted 2012):

DM01 (Protecting Barnet's character and amenity)

DM04 (Environmental considerations for development)

DM14 (New and existing employment space)

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 2006

The above brief set out redevelopment proposals for the North London Business Park and the railway sidings site at Coppies Grove which includes the current application site. The plan envisaged part of the site of the current application to be built out as residential and part for B1 use. Due to the age of the brief which predated the adoption of the NPPF and the Council's Core Strategy and Development Management Policies, it is considered that only limited weight can be attached to this document.

1.2 Key Relevant Planning History

The site forms the southern part of a larger area of longstanding employment land between Oakleigh Road South and the East Coast Main Line. The site has historically accommodated a mixture of uses, including warehousing, distribution and salvage uses. The site has no local planning designation, but is recognised as land that is providing important local services and employment.

There is recent planning history for the wider site, relates to the adjoining part of the railway siding site currently operated by GBN.

Application Ref.	Description of Development	Decision and Date
N15069A/07	Change of use of land from scrap yard to a waste transfer station and vehicle de-polluting facility. Erection of waste transfer building. Erection of vehicle de-pollution canopy/bay. Erection of perimeter walls and gates. Retention of part single, part two storey portable building.	Granted 24/04/2007
B/03706/10	Amendment to approved planning permission N15069A/07 to include the retention of the trommel outside of enclosure along southwestern boundary of the site and increase height of steel wall from the existing height of 4 Metres to 5.5 Metres along southwestern boundary.	Refused 21/10/2010 Appeal Dismissed 1/11/2011
B/03582/12	Retention of trommel rubbish sorting conveyor and picking station and raising height of acoustic wall on western side of the site to 8m.	Granted 08/05/2013

1.3 Pre-application Consultation by the Applicant

The application is accompanied by a Statement of Community Involvement that explains the community consultation which was undertaken prior to the submission of the planning application.

Primarily a two day public consultation event was held at the London Borough of Barnet's Offices, North London Business Park on Friday 13 March (2pm – 8pm) and Saturday 14 March (10am-3pm). Copper Consultancy undertook and managed the public engagement on behalf of

the Council as Applicant. Local residents, members of staff and ward councillors were invited.

The event took the form of an informal drop-in session with members of the project team in attendance to answer questions from members of the public. Questionnaires were available to complete at the session, or to be returned later to the Project Manager. Approximately 70 people attended and questionnaires were returned for the project team to assess.

In addition to this event the Council carried out the following;

- Three mass mailed information newsletters;
- Two newspaper adverts;
- Press releases to local newspapers;
- Operation of a dedicated project webpage;
- Operation of a dedicated project free-phone number, Freepost address and email account.

The summary of stakeholder feedback included the following concerns;

- Traffic, congestion and parking on the local road network;
- Road safety (especially children walking to school and the close proximity of a children's park on the opposite side of Oakleigh Road South);
- An increase in local noise levels;
- Odour;
- Light pollution;

- Visual impact and reduction of tree screen;
- Increased air pollution;
- Other tenants (Winters, GBN, Fitzgerald & burke) impact on congestion.

Other comments received included improving the grass verge, a new bus stop, improving the underpass and better lighting.

As a result of feedback received during the public consultation a number of changes were made to the proposed plans including;

- Reducing the visual impact by locating the proposed buildings away from Oakleigh Road boundary.
- The acquisition of the neighbouring Winters depot will also improve the visual impact from Oakleigh Road South by removing the unsightly parked skips and demolishing the existing Winters building.
- The number of vehicles movements will be reduced with the relocation of the Winters skip business.
- Moving the gabion retaining structure has allowed more of the existing trees screening to be retained on Oakleigh Road. Additional trees will also be planted to complement the existing natural visual screening.

1.4 Public Consultations by the Council and Views Expressed

Public Consultation

1,669 local residents were consulted on the planning application by letter on 1 July

2015. The application was advertised in the local press on 9 July 2015 and site notices were put up on site on 9 July 2015. Copies of the Plans were made available online and in both North London Business Park and Barnet House.

Readvertisement

As a result of complaints that some of the plans were not immediately available for public viewing, a second letter was sent on the 24th July 2015 to 1,688 neighbouring residents (including additional persons who had made representations), extending the consultation period for responses to the 20th August 2015. The extension was also advertised in the local press on 30 July 2015 and site notices were put up on site on 30 July 2015. The letters advised that copies of the Plans were made available online and in both North London Business Park and Barnet House.

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.

Number of Responses from Residents and Businesses

As a result of the public consultation 86 individual responses have been received of which 84 are in Objection to the proposal, 1 neither supports nor opposes the application and 1 in Support. A petition signed by 693 persons objecting to the proposal has also been received. The numbers above include a residents group (Coppies Grove Residents Association) and a campaign group (Residents against Abbots Depot RAAD). Seven Requests to speak at committee have been received including from Andrew Dismore (London Assembly Member), Cllr Kathy Levine (Councillor), RAAD and the Coppies Grove Residents Association as well as 4 members of the public.

The comments received from members of the public have been summarised under relevant headings below:

Consultation and procedural aspects

- Not all documents initially online
- Consultation over the summer means many people not able to comment
- Some complaints that not all letters received by persons on consultation list

Officer comment: The consultation period was formally extended due to expressed concerns regarding all documents not being initially online. The start of the initial consultation was three weeks before the start of the school holidays and objections have continued to be received and acknowledged throughout July, August and September.]

- Concerns about the land deal connected with the application and Cllr land holding interest

[Officer comment: This is not a material planning consideration and falls outside the remit of the application.]

Principle

- Site is unsuitable for use as a waste facility being surrounded by residential properties; *[Officer comment: It is acknowledged that residential properties are located in proximity to the site, however the immediately contiguous use are in industrial/ waste transfer use and it is not unusual in a tight knit urban location such as London for industrial and commercial uses to be located close to residential properties.]*
- Existing use of part of the site by Winters should not act as a precedent as the expansion of Winters into part of the former Abbotts site is unauthorised; *[Officer comment: Noted.]*
- Proposed site is constrained with steep embankments and restricted access *[Officer comment: It is acknowledged that the site is constrained in comparison with the existing Mill Hill Site, however with appropriate works including the installation of retaining structures it is considered satisfactory for the use proposed]*
- Site will be needed for Crossrail at some stage in the future and as such will not be a long term solution and will have to be relocated at a stage in the future. Developing this site for a limited period will be a waste of money and result in unnecessary disturbance to neighbouring residents; *[Officer comment: Discussions with Crossrail have indicated that the land may be required at a future stage in 10-15 year's time to store infrastructure connected with the installation of Crossrail 2. Notwithstanding this the use of the land for other purposes can be approved providing such use is acceptable in planning terms and does not prejudice the reason for the land to be safeguarded in the first place. In this instance the TfL Crossrail team have not raised any objections in principle subject to the attachment of suitable conditions. The proposal would fulfil an immediate need to relocate the Council depot facilities by 2016 and in the event that the land is required by Crossrail it is likely that discussions on other sites connected with the North London Waste Plan would have progressed. The issue of value for money is not a material consideration in the determination of this application.]*
- Given Crossrail 2 an alternative use of the site should be considered which is of benefit to neighbouring properties and will improve their amenity. *[Officer comment: The planning application which has been submitted needs to be assessed rather than another scheme which one may prefer on the site.]*

Design and Layout

- Visual impact of buildings which are taller and closer to site boundaries than existing structures on the site. This is exacerbated by elevated position of the site in comparison to surrounding buildings.
- Buildings particularly Salt Barn is too high
[Officer comment: While the proposed buildings are in some instances closer than existing buildings on the site, sufficient distance is maintained to sensitive site boundaries. A detailed visual impact assessment has been submitted with the application which demonstrates that the visual impact of

the proposal would be minimal.]

- Concern about the layout of the proposal, proposed layout should be amended to provide staff office on southern boundary and bulking plant moved nearer to entrance to minimise vehicular movements; *[Officer comment: The layout of the proposal has been designed to accommodate necessary vehicular movements and turning areas while as far as possible minimising disturbance to neighbouring properties with the noisiest facilities (the bulking facility and salt barn) being sited the furthest from site boundaries*
- Landscape Impact Assessment views and photomontages are misleading with some instances of views being obstructed by fences or trees. *[Officer comment: The views which have been provided are considered accurate. Where features obstruct views, this is representative of the actual views from these positions. In any event these are illustrative material and not part of the application that has been assessed.]*

Environmental Health, Amenity and Safety

- Noise and general disturbance impact from operation of plant and vehicles; *[Officer comment: The application is accompanied by a detailed noise impact assessment which demonstrates that with appropriate mitigation measures the proposal should result in less noise disturbance than the existing use.]*
- Existing Use already noisy. Achieving the same noise disturbance as the existing use would still adversely affect neighbouring amenity; *[Officer comment: In planning law the requirement is that new development does not affect the amenities of neighbouring residential to an unreasonable degree taking into account existing noise levels. Notwithstanding this the proposal does seek improvements where possible, and the noise levels which the proposal seeks to attain are the normal environmental health standards which new development is expected to attain]*
- Lorries and staff cars will start arriving and leaving early in the morning which is earlier than Winters and will result in disturbance to neighbouring properties *[Officer comment: It is acknowledged that some vehicles will leave in early morning. There is no reason why this should necessarily result in undue disturbance due to the position of the site entrance at a point not immediately adjoining residential properties. It is suggested that measures should be implemented through a parking management plan to minimise disturbance i.e. requiring refuse vehicles to park backwards in the evening allowing them to exit in a forward gear]*
- Noise disturbance from lorries travelling along Oakleigh Road as houses currently shake when heavy lorries go past *[Officer comment: Impacts in this regard are hard to quantify. However it is noted that heavy vehicles are not restricted from travelling along this road which is a main distributor road.]*
- Air pollution from operation of plant and machinery, dust and vehicles exacerbating health problems of local residents and children at schools and the park; *[Officer comment: an air quality assessment has been submitted which have concluded that the proposal would comply with relevant legislation and would represent an improvement over the existing use of the*

site.]

- In the event of an approval air monitoring equipment should be installed in the gardens of neighbouring residential properties to ensure that pollution levels are within acceptable levels. *[Officer comment: The requirement for this condition is not backed up by the evidence of the air quality assessment. It is also noted that air monitoring equipment is already installed close to the site in Oakleigh Road allowing for on-going monitoring of air quality.]*
- Chemicals used for cleaning lorries and buildings may lead to pollution of water course and surrounding residential properties *[Officer comment: While chemicals will likely be used, these would have to comply with other legislative requirements and would be unlikely to give rise to pollution. It is noted that the Environment Agency have not raised any objection to the application.]*
- Fire/ Explosion risk in connection with the storage of fuel on the site, particularly given close proximity to residential properties; *[Officer comment: Any fuel stored would have to comply with the relevant legislative standards, similar to petrol filling stations which are often located close to residential properties]*
- Danger of unexploded ordinance (UXO's) being disturbed as a result of earth works. *[Officer comment: An UXO risk assessment has been submitted with the application which assess the site as medium risk and several bombs have been recorded as having exploded on the site. The document outlines measures which would be taken to mitigate risk and in the event that any UXO's are found. This is considered satisfactory.]*
- Smell from food waste; *[Officer comment: All food unloading will take place within the bulking building and will be removed on a daily basis, while some smells are likely to be noticeable immediately outside the bulking building, it is considered unlikely that these will be noticeable from outside the site;]*
- Food waste will encourage rats, seagulls and other vermin; *[Officer comment: This is a matter for other legislation. All food unloading will take place within the bulking building and will be removed on a daily basis;]*
- Light pollution from proposed lights, which will operate at early hours in the morning and in the case of the salt barn throughout the night *[Officer comment: The application is accompanied by a lighting plan, with modern directional lighting, there is no reason why this would be detrimental to the amenities of adjoining residential properties.]*

Transport

- Traffic along Oakleigh Road is busy and is also a major bus route. The road is often blocked at the entrance to the site, proposal will exacerbate this with larger vehicles entering and exiting the site and could obstructed buses or emergency vehicles *[Officer comment: This is the situation at present, the proposal would not worsen this and may improve the situation to some extent]*
- Measures to reduce congestion problems i.e. parking restrictions will harm adjoining businesses and users of the adjoining park; *[Officer comment:*

Noted]

- Traffic along road rarely comply with the speed limit, increasing the danger of accidents; *[Officer comment: The proposed off site highway works along Oakleigh Road should help to reduce vehicle speeds and improve visibility. It is also the case at present that vehicles have to manoeuvre while vehicles are travelling along Oakleigh Road.]*
- The site is in close proximity and is within the walking routes of several schools and nurseries in the area, as well as users of the local path. The proposed use involving heavy vehicles would affect their safety while travelling in proximity to this site; *[Officer comment: This is the current condition on the highway and it will not be materially worsened by the development]*
- Traffic is also congested around the roundabout, where lorries will have to pass through; *[Officer comment: This is the case at present and is not being made better or worse by the current application]*
- The underpass adjoining the site should be improved; *[Officer comment: This is proposed]*
- Increased number of large vehicles will be dangerous to cyclists *[Officer comment: There is no planned increase in the number of vehicles using the site and it is not considered that the proposal would increase the danger to cyclists]*
- Errors on transport survey over exacerbated existing use by Winters and does not measure all vehicles travelling along this road. Residents group has conducted own survey which shows no improvement over the existing operation; *[Officer comment: Traffic Surveys are by their nature only a snapshot in time and total movements may differ to some degree on a day to day basis. The Council is satisfied with the robustness of the surveys which have been carried out]*
- If Winters stops operating, other skip hire companies i.e. GBN will increase their business resulting in no improvement; *[Officer comment: Waste transfer sites are licenced for a certain amount of tonnage and can only import waste up to that tonnage]*
- Insufficient car parking has been provided for staff resulting in parking pressure on adjoining residential roads; *[Officer comment:*
- Lorries will be tempted to use local roads which are unsuitable for them; *[Officer comment: Other than refuse lorries servicing the individual roads it is not anticipated that Council vehicles will use local residential roads for transit purposes]*
- Refuse Lorries will be larger than existing Winters vehicles. *[Officer comment: Some of the Council vehicles will be larger, although it is not considered that this would result in any significant increased impact]*

Energy, Sustainability & Resources

- Additional vehicles would not accord with environmental legislation which seeks to reduce car use *[Officer comment: In recognising the outer London location and given the working hours necessitating early morning arrivals car*

parking is provided for staff. Notwithstanding this the applicant has submitted a draft travel plan which seeks to encourage the use of alternative transport and car sharing where appropriate, along with the provision of cycle parking facilities]

Landscape and Biodiversity

- *Tree loss including three mature Oak trees on Oakleigh Road [Officer comment: Although trees are removed as part of the proposal, these the minimal necessary to enable the safe redevelopment of the site, additional trees are proposed to be replanted to compensate for the trees being removed. Suitable conditions are attached regarding protective fencing and landscaping details including replacement planting]*
- *Bats and other wildlife utilise the site. The submitted bat survey is inadequate and failed to physically inspect trees which are likely to be used by bats. [Officer comment: It is considered that the surveys which have been carried out are satisfactory, it is acknowledged that all trees will need to be inspected prior to any tree works/removal for bats or nesting birds. It is also a statutory offence under the Wildlife and Countryside Act 1981 to kill or damage bat roosts regardless of whether the work in question has planning approval]*

Other relevant material planning considerations

- *Impact to utilities including electricity, Water and telephone and particular sewerage system given recent episodes when this has burst. [Officer comment: Impact to utilities has been considered in the development of the proposal in consultation with providers]*
- *Objections have been made to previous applications by GBN, which were ignored and a previous application for soil grading by Winters was refused due to concerns regarding residential amenity. [Officer comment: The sensitivity of the site is acknowledged as is the need to safeguard residential amenity. The history of these adjoining sites is noted, although each individual application needs to be assessed on its own planning merits.]*

Non Material Planning Matters

- *Impact to Property Prices*

1 response was received supporting the scheme on the following grounds:

Proposed depot be very much better than the existing skip lorries and the articulated lorries using the site currently: the current use is a menace.

Cllr Levine

Objects to the proposal on the following grounds:

'The proposed development is in a residential area and will have a major impact on the quality of life, health and safety of local residents. It is only being considered now because the Council needs to find a new base for its waste depot having sold

the previous site. This is no reason to push through this proposal -the adverse impacts on residents demonstrably outweigh the benefits (reference paragraph 69 of the National Planning Policy Framework).

The location of the proposed development is on significantly elevated land adjacent to neighbouring flats in Coppies Grove and overlooking other residential properties nearby. The proximity of these properties can be seen in the aerial photograph on p10 of the Planning Statement.

With reference to the London Plan (March 2015) policy 5.17, a densely populated residential area such as this is not a suitable location for this facility (a), nor is the environmental impact on surrounding areas, particularly noise emissions, odour, air quality and visual impact' (f).

Community engagement must not be just a tick box exercise. The local residents overwhelmingly oppose this proposal and as their local Councillor they have my full support in this. The changes which are suggested as a result of the consultation are either minor or, in the case of vehicle impact, incorrect.

Noise and Odour Pollution

The planning application acknowledges that there will be a degree of noise and disturbance. The bulking facility will be covered in a prefabricated building with roller door, the later per force will need to be opened quite often as vehicles come in and out of the prefab. This is recognized through reference to 'covered' facility rather than 'enclosed'.

When I visited the current depot with my residents I was very concerned to hear how noisy the bulking operation is, and one of our party was so sick with the odour from the food waste facility that she needed to move away, even though we were some distance from it. Residents have also spoken to Mill Hill residents who live in the area of the current depot, and whilst none of them are as close as our residents will be, they never the less said there were issues of noise and of odour, the later particularly on hot days.

It is not correct to say nearby residential properties are not adversely affected in terms of noise and odour. Provision of cover for the bulking operation may provide some mitigation but it does not mean that it will be at an acceptable level - together these will have a significant impact on the health and quality of life of local residents. The elevation also means the noise will travel further.

Light Pollution

External lighting will be provided on the elevated site. Whilst steps may be taken to 'minimise' light pollution, this again does not imply that this will then be at an acceptable level. Some residents' bedrooms look directly onto the site which will be floodlit from the early hours until after 6pm, with security lighting throughout the night.

Air quality

Whilst the waste lorries will be low emission, the number of them using the site and the process of running the engines to warm up or whilst waiting means there will be

an increase in emissions in the area. Residents are concerned about the health impact of this so close to their homes and in their local street. The bulking lorries also use just netting to retain the rubbish and are filled to (and beyond) the brim. We observed that some rubbish does drop from them in transit as a result.

Vermin

The Planning statement acknowledges that there will be an increase in vermin as a result of this operation. The close proximity to residential properties makes this a real increase in the health hazard for residents, particularly from rats where the associated health issues for people are well documented.

Ecology

Three existing mature Oak trees will be lost in spite of the reference to one being irreplaceable. The screening will be provided to the prefab and buildings only in the longer term.

Bats are known to be on the site and are a protected species. The provision of 2 bat boxes sounds completely inadequate if their habitat is being disturbed.

The BREEAM rating appears to indicate this is not going to be adequate currently and reference to a 'strategy' for achieving good is not sufficient.

Impact of vehicles using the site

There is a major problem regarding vehicles using this site. The assurance that there will be a net reduction in traffic as a result of Winters vacating the site and the Depot moving onto the site cannot be justified on the basis of the 'survey' which was undertaken. Having requested a copy of the data (which was not published as part of the application), it is apparent that the survey was done manually and on the days of 19 and 24 February, it did not distinguish between Winters' traffic and that of the other companies (including another skip company). In addition the data on 24 Feb did not separate OGV1 and OGV2 HGV vehicles either.

Another survey carried out on 5 March claimed to measure just Winters' traffic.

Comparing this with the same day of the week as the previous survey, it seemed to imply that approximately 89% of the traffic entering the site was for Winters. This is just wrong. The residents own survey shows that approximately 50% of the traffic was Winters and the rest other companies. The residents' data also matches what they have been told by Winters about their operation. This is approximately the same number of commercial journeys as we were told was the current case at the Mill Hill Depot when we visited them.

There is also a major problem with the figures presented in the 'Traffic Attraction and Distribution' report. Paragraph 7.27 table 9 has figures that do not relate to the data in the 'Winters' survey; yet this data is used to justify that there is a net reduction in traffic if Winters is replaced by the Depot on the site.

In addition, there are a number of other factors: there are many more staff journeys for the Depot c/f Winters; there is council vehicle maintenance traffic; bin deliveries; and other traffic. In addition the Winters' skip lorries are 12tns, where as the Depot lorries are 28tns with some 44tns.

There will be a net increase in both the volume of traffic and very significantly in the weight of the traffic. Again the mitigation does not compensate for the increase in problems for local residents. This is especially true when there are significant problems here already.

Parking

The site is proposing to have over 200 staff with only 64 staff parking places. In addition the PTAL (Public Transport Accessibility Level) is very low with a rating of 2. Most staff are expected to transfer from Mill Hill but West/East travel across Barnet on public transport is an additional problem. Whilst the Traffic Management Plan may say staff won't park in local streets they will find somewhere to park locally. With new parking restrictions on Oakleigh Road South it is inevitable that the parking problems already experienced in local street will get much worse and will spread to other street in the area. Saturday parking for the many users of the recreation ground will also be an issue because of restrictions and the Saturday Depot operations.

Road Safety

This continues to be a major concern for residents. Oakleigh Road South is very narrow and this is made worse by vehicles queuing to enter the sites and by bus stops with no bus bay. The heavy vehicles entering and leaving the site will cause delays on the roads.

In Conclusion

The location of this proposed development in such a densely populated area will bring significant health and well being problems for local residents. These come from air, noise, odour, and light pollution and from vermin. There will be ecological damage to protected wildlife and a loss of significant trees.

Local residents will face additional parking problems, and will experience additional and much heavier traffic. Road safety is a major concern.

Mitigation of some of these issues does not mean that they have now been brought to an acceptable level. – they have not.

It has been acknowledged or shown that in all these issues there will be significant health and well being issues for local residents.

This planning application should not be pushed through, it should be rejected.'

[Officer comment: Noted, the comments raised are similar to concerns raised by neighbours which have been address above.]

GLA Assembly Member Comments

An objection was received from London Assembly Member Andrew Dismore raising the following concerns:

Additional Vehicle Movements

The planned relocation will add substantial diesel HGV and other traffic to the area. The consequent pollution will add to the already poor air quality in the area.

The survey presented in the planning application documents is inaccurate. It gives an inadequate indication of the traffic flows and volumes that will follow if the application is granted nor the impact on the local community.

The survey does not distinguish between different types of lorries but instead gives a generic count for vehicles over 3.5 tonnes. The Application also states that the area is already heavily trafficked.

RAAD have conducted their own traffic survey to correct the various errors in the existing survey. They have presented the results of the survey to planning officers. Oakleigh Road will not be suitable to accommodate the proposed HGV traffic.

In the Planning Statement, 70 refuse trucks are quoted. The application overlooks vehicles servicing trade rounds, green waste, skips, bin delivery and collections; highway maintenance HGVs, Winter gritters, staff and supervisors' cars arriving and departing, public service vans, MOT vehicles, or supplies delivery vehicles, including fuel tankers.

All vehicles are re-fuelled, washed and serviced within the premises. This is not included in the planning application vehicle movements estimate.

The HGVs will also be left to idle to warm up engines for 5-10 minutes each morning which will add to air pollution and noise.

Parking

According to the planning application documents more than 70% of employees use their own car or car share to get to work. There are only 70 parking spaces for staff parking planned. If no further parking is provided the remaining private cars will be parked in the nearby roads adversely impacting on residents' parking and safety.

The number of parking spaces for the council fleet does not correspond to number of vehicles in the planning application, so many of the larger vehicles will also be parked in the surrounding streets.

Conservation

Bats and owls have been detected by a survey commissioned by RAAD. Bats are a protected species and the impact on wildlife has not been considered in the planning application.

It is also intended to cut down 15 mature trees, 2 of which are described in the assessment as 'irreplaceable.' This loss of mature trees is unacceptable.

Vermin

The plan will make the current vermin problem worse. This is a residential area and presents a public health problem.

Foul Odour

The proposed facility will produce foul odours which will impact on residents' quality of life. The suggested mitigation measures are inadequate as during working hours it would be impractical to have the facility completely enclosed.

Noise

The noise produced by this facility will be constant throughout the day, and in winter with gritting vehicles, through the night. Vehicle movements, reversing trucks, trucks warming engines, loading and unloading, and the machines inside the processing facility itself will all cause a cacophony of noise at various volumes, pitches and rhythms.

Light

Flood lights will be on in the early hours of the morning until after 6pm. Some lights will be on during the night for protection of the site.

During winter the gritting and salt barn building will have the lights on 24/7. That will particularly affect the Coppies Grove residential area as well as the houses directly opposite the proposed Depot.

Road Safety

By increasing traffic on a small residential road there will be an increase in the risk of road accidents.

Given the narrow roads, emergency vehicles may be obstructed in the event of an accident due to the size of the additional vehicles.

In conclusion, more traffic, noise, odours, pollution, light and vermin will all have a very large impact on the daily lives of everybody in the area. It should be borne in mind that the first floor bedroom windows of many homes will be on the same level as the depot, due to the height differential of the site. this therefore increases the impact of noise, air and light pollution.

This plan will ruin the quality of life of neighbouring residents and the application should be refused.'

Officer comment: Noted, the comments raised are similar to concerns raised by neighbours which have been address above.]

Reconsultation – September 2015

A re-consultation exercise was undertaken in the form of neighbour letters on 10th

September 2015 for 14 days to allow residents to consider additional information which had been submitted or amended subsequent to the initial application submission.

Two additional letters have been received of writing this report. The content of the objections concern the principle of the development itself rather than the amendments which have been raised and are addressed in the officer comments above. Any comments received thereafter will be reported in the Addendum.

Consultation Responses from Statutory Consultees and Other Bodies

Greater London Authority (GLA)

The Stage 1 report summarises the main findings of the assessment in relation to strategic issues as well as identifying areas of non-compliance with London Plan Policy and possible remedies, as follows:

In relation to strategic issues the proposal is welcomed in principle as it will enable the continuation of intensification and regeneration of the Mill Hill area. It also supports London Plan policy 5.17, subject to further technical details and commitments being provided in relation to waste tonnages being replaced/lost; good design; clarification of air quality and noise impacts; sustainable drainage conditions being secured; verification of energy savings and appropriate transport mitigation measures. Particularly concerning the Cross Rail 2 safeguarding at this site.

Barnet Council is advised that while the application is generally acceptable in strategic planning terms the application does not comply with the London Plan, for the reasons but that possible remedies could address these deficiencies. These concern:

Waste: The principle of waste use on this industrial site is supported.

Design: The proposals are broadly supported in strategic design terms, however the Council is encouraged to secure key details of facing materials to ensure a high quality appearance is built through.

Air quality: Outstanding matters raised in this section of the report require further work before the case is referred back to the Mayor at stage 2. Attention is required to be given to other aspects of air quality, beyond the current transport assessment.

Noise: It is recommended that a revised noise assessment be submitted to address the issues and observations set out above, whilst noting that this is also a local policy matter for which appropriate mitigation and conditions will be required.

Flood risk: The applicant is advised to consider a rainwater harvesting system. Overall, given the nature and location of the proposals, the approach to sustainable drainage is considered to comply with London Plan Policy 5:13 and should be secured via an appropriate planning condition.

Energy: The applicant has broadly followed the energy hierarchy. Sufficient information has been provided to understand the proposals as a whole. Further revisions and information are required before the proposals can be considered acceptable and the carbon dioxide savings verified.

Transport: The Council is advised to continue discussions with TfL on matters concerning the Cross Rail 2 safeguarding direction at the site. As part of the

proposal, the Council should provide travel plan and TMP. Clarification is sought on the number of cycle spaces and EVCP to be provided. A fleet operators recognition scheme should also be included as part of the TMP.

Transport for London (TfL)

Comments incorporated in GLA Comments outlined above.

Natural England

In relation to statutory nature conservation Natural England raises no objection advising that the proposal is unlikely to affect any statutorily protected sites or landscapes.

In relation to Protected species Natural England have not made any specific comments instead referring to standing advice

Environment Agency (EA)

The Environment Agency raises no objection to the proposed planning application.

The Environment Agency further advises that the development will require an Environmental Permit under the Environmental Permitting (England and Wales) Regulations 2010 from the Environment Agency, unless a waste exemption applies. The following Informative is recommended to be attached to any permission.

Informative

The Environmental Protection (Duty of Care) Regulations 1991 for dealing with waste materials are applicable for any off-site movements of wastes. The developer as waste producer therefore has a duty of care to ensure all materials removed go to an appropriate permitted facility and all relevant documentation is completed and kept in line with regulations.

If any controlled waste is to be removed off site, then the site operator must ensure a registered waste carrier is used to convey the waste material off site to a suitably permitted facility. The Hazardous Waste (England and Wales) Regulations 2005 state that if the total quantity of waste material to be produced at or taken off site is hazardous waste and is 500kg or greater in any 12 month period the site will need to register with us as a hazardous waste producer. All hazardous waste movements off site must be accompanied by a consignment note

Thames Water

Thames Water have made the following comments:

'Waste Comments

Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the above planning application.

There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted in some cases for extensions to existing buildings. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the options available at this site.

Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

A Trade Effluent Consent will be required for any Effluent discharge other than a 'Domestic Discharge'. Any discharge without this consent is illegal and may result in prosecution. (Domestic usage for example includes - toilets, showers, washbasins, baths, private swimming pools and canteens). Typical Trade Effluent processes include: - Laundrette/Laundry, PCB manufacture, commercial swimming pools, photographic/printing, food preparation, abattoir, farm wastes, vehicle washing, metal plating/finishing, cattle market wash down, chemical manufacture, treated cooling water and any other process which produces contaminated water. Pre-treatment, separate metering, sampling access etc, may be required before the Company can give its consent. Applications should be made at <http://www.thameswater.co.uk/business/9993.htm> or alternatively to Waste Water Quality, Crossness STW, Belvedere Road, Abbeywood, London. SE2 9AQ. Telephone: 020 3577 9200.

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.'

[Officer comment; Conditions and informatives are recommended to address the above comments if the council is minded to approve the application.]

LB Enfield

The London Borough of Enfield have issued a holding objection on the grounds that a number of figures are missing from the available documents. (Officer Comment: The requested additional information has been provided to the London Borough of

Enfield, no comments have been received at the time of writing this report. Any comments received prior to committee will be reported in the Addendum).

Other Consultees

In addition, the following consultees were notified of the application but did not respond: UK Power Networks, Transco, London Wildlife Trust, London Wildlife Trust (Barnet Group), North London Waste Authority, Network Rail and Network Rail – Infrastructure Protection.

Internal Consultation responses

Transport and Regeneration

No objections to proposal subject to appropriate conditions and informatives and provision of proposed off site works. Comments incorporated in officer report below.

[Officer comment; Conditions and informatives are recommended to address the above comments if the council is minded to approve the application.]

Environmental Health

No Objections subject to appropriately worded conditions of approval for air quality, contaminated land remediation, construction method statement, noise report and impact mitigation, extraction and ventilation equipment, plant noise restriction, gym noise mitigation, acoustic fencing.

[Officer comment; Conditions and informatives are recommended to address the above comments if the council is minded to approve the application.]

Trees and Landscaping

Proposal will require a large number of trees to construct the gabion walls, buildings and to improve the access. These trees provide valuable screening and in some cases involve mature trees which are impossible to replace and will affect the visual amenity of the surrounding area. The proposed replacement landscaping is not sufficient in quantity and will take time to get established. Additional Information is also requested.

[Officer comment; Additional information has been provided to address the Tree and Landscape Officer Comments. Non of the trees on the site are covered by Tree Preservation Orders and the trees required to be removed are restricted to those required for operational need to provide improved visibility and safe retaining walls Conditions and informatives are recommended to safeguard retained trees and to provide for satisfactory replacement planting if the council is minded to approve the application.]

In addition, the following consultees were notified of the application but did not respond: Highway (Drainage), Green Spaces, Planning Policy, Property Services and the Waste and Sustainability Team.

2. DESCRIPTION OF THE SITE, SURROUNDINGS AND PROPOSAL

2.1 Site Description and Surroundings

The application site consists of two separate plots of land – the former Abbot's Depot to the South-East and the Winters Depot to the north west of an established industrial zone. It is situated on the western side of Oakleigh Road South and measures approximately 2.19 ha (5.4 acres) in area. The site is part vacant and disused and part in operation as a skip hire business.

The wider industrial area accommodates a range of commercial activities including a builder's merchants, tool hire firm, a second skip hire company (GBN) and storage and distribution uses. The buildings on site comprise industrial processing and storage units along with Trommels connected with the existing skip hire companies at Winters and GBN as well as an electricity substation on the eastern side of the site.

The site is bounded by these industrial activities including the builder's merchants and a scaffolding company to the north-west. Other neighbouring uses to the south of the site include the Curtis Family Centre in Coppies Grove and the Thames Water Pumping Station, at the corner of Coppies Grove and Oakleigh Road South. The northern part of the site sits opposite New Southgate Recreation ground, designated Metropolitan Open Land (MOL).

The A109, Oakleigh Road South runs adjacent to the site to the east, whilst the East Coast Main Line (ECML) forms part of the site's western boundary. Beyond this further to the west lie residential properties in Beaconsfield Road and Bethune Park

The properties along Oakleigh Road South and Beaconsfield Road are predominantly two storey family houses, whereas Coppies Grove comprises of a high-density mix of flats, maisonettes with some houses. The southern, and northern ends of the site are surrounded by further residential uses, with open parkland and allotments to the east and west of the site. New Southgate Cemetery and Crematorium and Bethune Park are located in the wider suburban area to the north east and west respectively..

The site itself is set on a relatively level plateau measuring between 25m and 70m east to west. Ground levels within the site fall gently to the north with a raised section to the south which was previously used as a car park by the previous Abbots warehouse/ factory. Levels drop down significant along the eastern boundary of the site down to Oakleigh Road South. This embankment contains an extensive tree and vegetation screen which extends to the back of Oakleigh Road South. This well established belt of planting screens much of the site from views from the adjoining roads and houses.

2.2 Description of the Proposed Development

Overview

The application has been submitted by Capita on behalf of the London Borough of Barnet for the relocation of the waste management highways and fleet maintenance facilities provided by London Borough of Barnet, currently based at the Mill Hill Depot at Bittacy Hill.

The proposal consists of the following parts;

- A vehicle maintenance building,
- Parking for Barnet's refuse and recycling vehicles
- Vehicles wash bay and fuel station.
- A covered bulking facility for transferring dry recyclable materials for processing outside the borough.
- Salt barn and winter gritting fleet parking area
- Highways DLO base Office and staff welfare building and staff parking.

The proposed relocation of the Council Depot will facilitate the following:

Waste and Recycling

- 46 Refuse collection and support vehicles fleet
- Bulking Facility Building
- Covered food waste containers
- Bin storage and repair area
- Fuel Station

Winter Gritting Service

- Salt Barn
- 7 Winter maintenance vehicles and Grit bin storage area

Highways DLO

- Parking for 6 DLO Highway maintenance vehicles
- External construction material storage areas and covered Storage Area

Vehicle Maintenance Facilities

- 4 double bay vehicle service bays Including 1 MOT Inspection bay
- MOT customer waiting and viewing area
- Tyre store and compressor room and Ancillary accommodation
- Vehicle wash bay

Staff Office and Welfare Facilities

- Visitor and staff reception
- Operational staff Mess Room
- Staff changing, shower and toilets
- Open plan offices
- Tea Point and Break Out Spaces
- Training and meeting rooms
- Staff and visitor parking and Bicycle Shelter

Security Gatehouse

- Security gates and access barriers

In relation to the operation of the premises as in the existing depot in Mill Hill, all waste material would be deposited and temporarily stored at the Abbots Depot site would be taken away for processing elsewhere before the end of each day. The dry recyclable material is to be taken to the exiting Biffa Materials Recycling facility (MRF) in Edmonton, Enfield for processing and the food leftovers are to be taken to the North London Waste Authority's (NLWA) Eco Park also in Edmonton.

Supporting documentation

In addition to the submitted plans the following supporting documents were submitted in support of the planning application consisting of:

- Design and Access Statement;
- Tree Survey/Arboricultural Statement & Construction Phase Tree Protection Plan;
- Transport Impact Assessment;
- Travel Plan;
- Traffic Management Plan;
- Sustainability Statement/Energy Statement;
- Noise Impact Assessment;
- Refuse Details
- Statement of Community Involvement (SCI);
- Surface water porosity tests
- Utilities Statement
- Ecological Assessment
- Site Investigation Report
- Geotechnical Report – Geo-Environmental Desktop and Land Contamination
- Topographical Survey
- Unexploded Ordnance Report
- Flood Risk Assessment
- Landscape/streetscape Assessment/LVIA
- Soft Landscaping Proposals
- BREEAM Pre-Assessment/Low Carbon Study
- Drainage Strategy Plan
- Mechanical Ventilation and Extraction Details
- External Lighting Details
- Site Plan showing Vehicle Track Plots
- Drainage Strategy Plan

Scheme amendments in the course of the application

Following the initial consultation and assessment of the application, updates were produced to various documents as a result of feedback from consultation along with additional stage 2 Bat and Reptile Surveys which were necessary to submit post submission to accord with Natural England Guidance. A new document (Air Quality Assessment) was also produced which was not part of the original suite of application documents. While these documents do not alter the essential nature of

the application, due to the degree of public interest and in the spirit of openness the application was re-notified on the 10th September 2015 for a period of 14 days for the information of consultees, neighbours and the general public.

3. PLANNING CONSIDERATIONS

3.1 Background

Background

The current Council Depot facilities are located at Mill Hill, Bittacy Hill. The Mill Hill East Area Action Plan (AAP) was adopted by the Council in 2009 which proposed the reuse of the land currently occupied by the depot as part of a residential led mixed use development in conjunction with the adjoining Inglis Barracks Site which had been identified as being surplus to requirements by the site's owner the Minister of Defence. Subsequent to this Outline Planning Permission was granted in 2011 under planning application H/04017/09, for the redevelopment of the land including the current Council Depot to provide 2174 residential units, a primary school, 1,100sqm of 'High Street' (A1/2/3/4/5) uses, 3,470sqm of employment (B1) uses, a district energy centre (Sui Generis) and associated open space, means of access, car parking and infrastructure.

As a result of the above the London Borough of Barnet is committed contractually to vacate the current Mill Hill Depot site by December 2016. Initial plans envisaged the relocation of the depot to Pinkham Way combining the site with the North London Waste Authority to facilitate future waste plans across North London.

However due to difficulties in reaching agreement between the various interested parties and due to time pressure, it has become necessary for the Council to consider other alternatives.

Several sites were considered for this purpose including Lupa House Borehamwood, 1-8 Capitol Way, Bunns Lane, South Mimms and the Jehovah's witness printing works in Mill Hill. These sites were discounted for various reasons including availability, location (outside the borough), proximity and lack of space to accommodate all Council services. Due to these issues the Council has identified the former Abbots Depot site, Oakleigh Road South, as the preferred new location having regard to legal, property and planning issues.

3.2 Principle of Development

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.

In relation to the historic use of the land, the land was originally in use as railway sidings including buildings and tanks, with the Abbots packaging warehouse and associated infrastructure erected between 1951-1967. This building was destroyed in a fire in the 1980's and subsequently demolished. Part of the site was used by Winters for the storage of bailed waste and skips.

The application site has no formal designation in Barnet's Local Plan although the wider Oakleigh Road South employment area was identified previously as a Locally

Significant Industrial Site within the former local plan, the Unitary Development Plan 2006.

The National Planning Policy for Waste, the National Waste Management Plan for England and the Draft North London Waste Plan require Barnet to seek to become self-sufficient in relation to the handling of waste produced in the borough. The 'proximity principle,' which is set out in the revised Waste Framework Directive, seeks to enable waste to be disposed of or recovered in one of the nearest appropriate installations. The London Borough of Barnet therefore needs to ensure that sufficient sites are available within the Borough to manage their waste, to avoid it having to be transported and dealt with further away, which would be considered less sustainable.

The proposed use of the site as a Council Depot and Waste Handling facility would maintain the employment use of the land, providing new modern infrastructure on brownfield previously developed land, previously identified for employment use. The proposal would replace in part the vacant warehouse use as well as the waste handling facilities currently operated by Winters replacing the existing buildings with new purpose built structures which comply with modern standards of energy efficiency. The reuse of previously developed land is also encouraged by policies 2.2 and 2.7 of The London Plan and paragraph 2.1.1 of the Mayor's Sustainable Design and Construction SPG.

In relation to the suitability of the site in part for waste storage it is noted that such uses are already in part occurring on the wider site at present in the form of GBN and the Winters use which will be replaced under the current application. The development of sites for managing waste and recycling is in accordance with Policies 5.16 and 5.17 of the London Plan. In particular Policy 5.17 supports developments such as this that includes a range of complementary waste facilities on a single site. The Draft North London Waste Plan also acknowledges that the re-orientation of existing waste transfer stations will not be sufficient to meet the needs and new waste management facilities will be required.

Overall the proposal is considered to accord with national, regional and local planning policy which seek to manage waste in a sustainable way and therefore the principle of the development on this site is acceptable in principle subject to the detailed assessment below, in particular but not limited to environmental considerations, the impact of the proposal on the amenities of neighbouring residential properties, the impact on the adjoining highway network and landscape and biodiversity considerations.

3.3 Design

The National Planning Policy Framework 2012 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.

Local Plan policy DM01 states that all development should represent high quality design that is based on an understanding of local characteristics, preserves or enhances local character, provides attractive streets and respects the appearance, scale, mass, height and pattern of surrounding buildings, spaces and streets.

The London Plan also contains a number of relevant policies on character, design and landscaping. Policy 7.4 of the London Plan states that buildings, streets and open spaces should provide a high quality design response that has regard to the pattern and grain of the existing spaces and streets in orientation, scale, proportion and mass; contributes to a positive relationship between the urban structure and natural landscape features, including the underlying landform and topography of an area; is human in scale, ensuring buildings create a positive relationship with street level activity and people feel comfortable with their surroundings; allows existing buildings and structures that make a positive contribution to the character of a place to influence the future character of the area; and is informed by the surrounding historic environment.

In the case of the current application, while the proposal is for the erection of industrial buildings, these still need to be in keeping with the scale and proportions of the surrounding area, fitting comfortably within their surroundings.

Site Layout.



The application proposes two separate blocks of buildings. Starting at the top of the site, the application proposes the erection of the bulking facility and salt barn. These buildings have been located closest to the entrance to the site, to facilitate movements and to minimise disruption to neighbouring residential amenity. The salt barn is the tallest buildings proposed on the site, measuring 12.8m in height at the ridge and the bulking facility being slightly lower measuring 9.79m in height at ridge level. A storage and bin repair and storage area is located to the north of these buildings

Further south the combined 2 storey office/ welfare building and vehicle maintenance facility is proposed. The proposed building would measure between 7-8m at eaves and 11m at the ridge. In addition to these buildings several smaller buildings including a portacabin and gatehouse are proposed in the northern section of the site.

Access is provided by means of a spine road running along the northern edge of the site with vehicular parking provided along the southern section of the site, with addition parking around the bulking facility and salt barn along with disabled and visitor spaces in front of the office building.

The overall layout is considered satisfactory providing a logical layout and allowing for adequate spacing between buildings along with a satisfactory means of access for heavy goods vehicles throughout the site.

Scale and Massing

The scale and massing of the proposed buildings is set by the operational needs of the use proposed. As informed by the submitted Design and Access Statement, the vehicular maintenance facilities require a clear internal headroom of 7.3m, with a minimum clear opening height of 5m for the entrance doors. The Salt Barn requires 10.5m high doors and 12m clear headroom to cater for the height of a fully tipped trailer.

These proportions are not considered excessive, given the buildings location central to the site in question. Detailed views of the proposal have also been provided which are discussed in detail below.

Detailed Design

The proposed buildings are by their nature utilitarian in structure and appearance, however the proposed buildings have been designed to present a modern high quality appearance while minimising the visibility of the buildings from outside the site. The application proposes the use of an engineering brick plinth (Ibstock Staffordshire Blue) around the base of the buildings, with horizontal wall cladding and metal clad roofs. All doors, windows and roller shutters are proposed to be powder coated. The massing of the buildings is to some extent broken up by the use of variable eaves heights, doors and windows breaking up the elevations and roof lights. The final finish of the cladding has not been finalised, although the submitted images suggest the use of green to blend into the landscaped screen. Overall it is considered that the proposal represents a satisfactory standard of design in keeping with the character and appearance of the site and surrounding area. Conditions are suggested requiring the submission and approval of materials prior to construction.

Visual impact and views

The applicant has submitted a detailed landscape and visual impact assessment (LVIA) with the application. This assessment was used to inform the landscape context of the site and surrounding area, adjacent land uses such as residential and community buildings and to assess the sensitivity of adjacent land uses and receptors to the proposed development.

Following an initial desk top study to evaluate where the development would be visible from, 18 visual receptor points and 5 landscaped character areas were identified within a 2 km radius although the majority of points were within 500m. A series of views were submitted from various positions and a series of panoramic photographs were submitted showing both the existing views as well as photomontages of how these views will change as a result of the proposed development.



The images demonstrate that the proposed buildings while visible will satisfactorily integrate into their surroundings and will not appear out of scale with their surroundings or significantly affect the visual amenities of the surrounding area.

3.5 Amenity

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.

Impact of Proposed Buildings

Due to the limited height of the buildings and distance from surrounding residential properties (60m at closest point) it is not considered that the proposed buildings would in themselves result in any significant impact upon daylight, sunlight or privacy to neighbouring residential properties although the proposed buildings will be visible.

Noise and general disturbance

The main potential impact of the proposal, and the issue which was most raised (along with highway implications) by neighbouring residents concerned the noise impact of the proposal on the amenities of adjoining residential properties.

A detailed noise impact assessment was submitted in support of the application, which measured existing background noise levels (both day and night) around the application site, as well as a similar exercise at the existing Council Depot at Mill Hill to calculate the anticipated noise levels outside the site as a result of the proposed use. The below plan shows the positions from which measurements were taken.



The submitted noise reports advise that in terms of potential disturbance the noisiest use is the proposed bulking station. The Bulking facility is fully enclosed which would reduce the likelihood of fly away waste and would reduce the level of line of sight noise from when the JCB shovel/bucket shovels recycled waste in a pile to put in the bulking lorries. The acoustic report advises that providing waste is kept within the enclosure and the JCB operates within this enclosure this should further reduce the noise levels at source by approximately 10dB. The resultant noise levels as measured from the neighbouring residential property would therefore be within acceptable levels. It is also noted that the operation of this facility would be within normal working hours, when background noise is at its highest.

The second highest source of noise was when the refuse collecting lorries approximately 30 of them leave the site from 6:15 am for six mornings per week. The acoustic report measured the noise of lorries when they leave the current depot in Bittacy Hill which is located approximately 24m from the nearest residential property in comparison to the Oakleigh Road South location, which is located approximately 41 metres from 118 Oakleigh Road south. Based on the position of the proposed depot in relation to the borough it is anticipated that the majority of the lorries will leave the site opposite the Recreation Park and head north east on Oakleigh Road South which would minimise the disturbance to properties to the south east on Oakleigh Road South. The calculated noise increase as a result of vehicles leaving the site along Oakleigh Road South was calculated as not

exceeding a half decibel increase which is below perceptible human hearing.

It is noted that while it was mentioned in relation to noise levels at Mill Hill, the issue of noise levels generated within the site as a result of reversing warning noises and vehicles being started up before leaving the site, was not addressed in detail. Given that the audibility of such noises is likely to be greater at 6.15am when lorries leave, then at 6pm when they return, it is considered reasonable to attach a condition requiring all vehicles leaving the site before 7am and after 7pm Monday to Friday, before 7am and after 1pm Saturday and any time on Sunday to conform to an agreed Management Plan. Such a plan could require for example that vehicles are required to reverse into their designated parking space in the evening, so that they can exit in a forward gear and not stand with their engines running. Subject to this and other appropriate safeguarding conditions it is not considered that the noise of vehicles entering or exiting the site should result in any significant noise impact upon adjoining residential properties.

The measured background continuous noise level from 6am is 69 dB LAeq(59.7 L(A)90) at 118 Oakleigh road south adding the predicted noise from the 30 refuse trucks leaving the site to nearest residential façade @ 41metres distance = 60.2 dB(A) = Total of 69.5 dB LAeq which is a half decibel increase. Only decibel levels above 3dB are perceptible to the human ear.

The operation of the salt barn was not observed, although operators at Mill Hill advised that this use was quieter than the Salt Barn as loading/ unloading took place inside the building and did not require scraping by JCB's. In addition the submitted acoustic report makes the following observation:

'Gritting usually occurs during the winter when residents have windows closed and the noise is likely to be further attenuated in the form of a site barrier to the residents in Beaconsfield road. Gritting is unlikely to occur regularly at night between the hours of 1am-5am when the noise levels reduce as shown in the additional report table 2 when the train line is not operational. If it does in emergency the process of putting grit into lorries done correctly does not cause significant impact noise or scraping of the ground and high maximum noise levels. Even at a level of 47 dB at nearest premises in Beaconsfield road at night while above the background noise as in winter the vast majority of the population have windows closed and even allowing for a worst case scenario and poor attenuation of single glazing 20 dB. The internal residential noise levels would be at most 27 dB internally from gritting activities which is a very good level considering BS8233 and WHO night time noise guidance. Sleep disturbance would be very unlikely and in practice the loading of grit into lorries is unlikely to happen regularly between 1am-5am when the background noise is at its lowest.'

This is considered reasonable, particularly given the limited number of days when this part of the development is likely to operate and it is not considered that the proposed salt barn should in itself result in any significant impact upon the amenities of neighbouring residential properties.

Other potential sources of noise include plant connected with air conditioning and ventilation particularly in relation to the proposed office building. The acoustic report

noted that noise from any plant would be to some extent mitigated by the railway line which it adjoins, however noise levels (above background) may be higher in the early hours of the morning when trains cease running. As such it is considered appropriate to attach a condition requiring details of all plant and extraction equipment which is proposed to be ensured to ensure that adequate safeguards are in place to safeguard residential amenity. This might require for example the fitting of a timing device so that such plant does not operate outside normal working hours.

Air quality

In respect of air pollution, initially no air quality assessment was submitted with the application, although this was to some extent covered in other documents. However following representations received from the GLA an Air Quality Assessment (AQA) has been submitted, which has also been put out to public consultation.

The Air quality Assessment utilised data from existing air monitoring equipment installed along major roads including one monitoring point directly outside the site.

The AQA noted that the main source of air pollution in the area is from traffic on A109 Oakleigh Road South. The AQA considers that the extra traffic from the development is calculated to be a net no overall effect on Nitrogen Dioxide and Fine Particle levels due to the relocation of the HGV's from Winters' skips.

This is because future operations of the site will use cleaner Euro V refuse collection vehicles compared with the older relocated Winter Skips lorries and by 2020 all the Council fleet will be Euro VI. With better paved roads, drainage and less debris from refuse vehicles rather than skips this will lead to better site dust control. Therefore Air quality will be significantly better than the current situation with the Waste Management sites operations with older more polluting HGV's on unmade roads leading to dust and debris on Oakleigh Road South.

As such it is considered that the proposal is subject to the implementation of appropriate mitigation measures acceptable and would not result in any increased pollution outside of site boundaries.

Smells and Vermin

Several neighbouring objections have expressed concern regarding the daily storage of food waste, which could result in unpleasant odours being noticeable outside of the site and may encourage rats, seagulls and other vermin.

The proposed waste including food waste will be stored within the bulking building rather than outside, this would minimise the opportunities for smells to migrate outside of the site, although it is likely that it would be noticeable immediately outside the building due to the position of the buildings set back from the road, and behind the landscaped bank it is not considered that this is likely to be noticeable from any residential property or even along Oakleigh Road South.

The control of rats is likely to take the form, which is used in Mill Hill, i.e. through the

placement of poison traps. In the event that rats are found outside of the site boundary, Councils have a legal duty to take appropriate action on notification.

Construction impacts

The majority of the buildings are at least partly prefabricated structures which will result in a shorter construction time period. Nevertheless other site preparation work will also be required including the installation of retaining walls, tree felling and site levelling. It is considered that disturbance to neighbouring residents can be minimised through appropriate safeguards. These include the submission of a detailed construction management plan, providing details of the routing of construction vehicles and the limiting of hours of construction to normal working hours.

Lighting

The applicant has submitted a detailed lighting plan with their application. The plan shows the position of proposed lights within the complex as well as additional lighting proposed along Oakleigh Road South to allow for the creation of a safer pedestrian environment. The lighting takes the form of LED floodlights and wall mounted lights. LED lighting is significantly more focused than older Halogen lighting resulting in the areas which need lighting being lit, with limited light pollution outside these areas. This is demonstrated by the submitted lighting plan which shows limited light spillage outside targeted areas. As such it is not considered that the proposal would significantly affect neighbouring amenity by reason of light pollution.

3.6 Transport, highways and parking

Policy context

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

The proposal has the potential to result in a significant impact upon the adjoining highway network, although this impact needs to be balanced against the existing site conditions.

Proposed Highway Improvements in the vicinity of the site:

Improvements to Existing Access:

The existing access to the site is via a ramped access with steep gradient which does not comply with the disability requirements.

The consultants have confirmed that the vertical alignment of the proposed access road will remain the same as the existing access and therefore the gradient of the proposed access cannot be improved due to the existing boundary with Build Base.

The consultants have however, proposed improvements to the existing access which involves revising the existing access to accommodate a maximum legally permitted length of 16.5 metre long vehicle (waste haulage vehicle; maximum legal 16.5m long) which is likely to operate from the site.

The proposal includes the widening of the junction at its apex and within the site in order to accommodate the proposed large vehicle. The carriageway leading into the site will be increased to 7metres.

It is proposed that the improvements to the site access will allow both existing and proposed HGVs to manoeuvre efficiently off the adopted highway network thus assisting with the free flow of traffic on the main carriageway.

As part of the Highway pre application consultations the consultants were requested to assess the possibility of accommodating a right turn lane into the site access from Oakleigh Road South.

The consultants considered various options and enhancements including widening of Oakleigh Road south to maintain access to through traffic on Oakleigh Road South.

The consultants have explored the possible widening of Oakleigh Road South and confirmed that the widening would involve taking Metropolitan land (park land) to the north of the existing access which is strictly prohibited and have made alternative proposals as follows.

To the north and south of the site access on Oakleigh Road South, a coloured warning strip with hatching is proposed within the centre of the road, together with 30mph road marking signs and slow markings are proposed on carriageway to improve pedestrian accessibility and to achieve reduction in vehicular speeds. However, the applicant is advised that any improvement proposals on public highway would be subject to public and any statutory consultation process.

Pedestrian improvements:

A new 2 metre wide pedestrian footway is being provided into the proposed depot in order to improve pedestrian access to the site.

A new zebra crossing is also proposed across Oakleigh Road South, to the south of the site access to improve pedestrian access to and from the site and for general public.

Uncontrolled crossing points have been provided across the mouth of the proposed junction and also along the most southerly access to Fitzgerald and Burke's builder's yard.

As the proposed vertical gradients could not be altered the access will not be DDA compliant, the consultants have proposed the provision of pedestrian handrail along the back edge of the eastern footway to help mitigate this situation and improve pedestrian access.

The associated zigzag markings for the proposed zebra crossing together with the proposed new 'no waiting' restrictions on Oakleigh Road South in the vicinity of the site should assist in preventing indiscriminate parking within the vicinity of the site and would also improve traffic flow.

Pedestrian Underpass

Immediately to the north of the access, a pedestrian link exists providing access to Bethune Park and Beconsfield Road to the east. The current path is dark, overgrown and covered in graffiti. The application proposes thinning the existing undergrowth and replacing with shrub planting, removing the existing railings and concrete bollards, replacing with anti ram bollards which are more ascetic in appearance along with resurfacing the existing tarmac path. It is also recommended that the pass could be painted with murals potentially in collaboration with local schools.

Proposed Parking Provision:

The layout of the site has been designed to allow parking and safe movement for 65 commercial vehicles and vans. Four of the vehicles, associated with the Bulking Facility, will be parked within that building overnight. Commercial parking has been provided generally to the south of the site, with additional commercial parking adjacent to the Bulking Facility.

68 staff car parking spaces are provided. 6 visitor parking spaces including 2 disabled parking spaces are being provided adjacent to the office / welfare building main entrance. 5 motorcycle parking spaces and a covered bicycle shelter for 10 cycles is also being provided.

Electrical Vehicle Charging points:

It is proposed that 20% of all parking spaces for employment uses will be provided with electric vehicle charging points (EVCP's) with an additional 10% passive provision for the office use.

A condition will be applied to secure the provision of EVCPs.

Cycle Parking:

10 cycle parking spaces have been provided for the proposed development.

Public Transport Accessibility Levels (PTAL):

The Public Transport Accessibility Levels (PTAL) which are graded from 1 for poor accessibility to 5/6 for excellent accessibility. The PTAL assessment of the site is shown as 2 which considered as medium to poor.

Public Transport:

The site is served by bus routes 34 and 251 on Oakleigh Rd South and bus route 382 on Brunswick Park Rd.

Underground Train Station:

The nearest Underground Station to the development site is Arnos Grove located approximately 1 kilometre south of the development site. The station can be accessed on foot or by bus routes 34 and 251.

National Railway Network:

The nearest railway service to the development site is New Southgate Station which is approximately 1km walking distance from the site and is served by the East Coast Mainline.

Trip Generation:

Existing Trips:

The consultants undertook a manual classified traffic survey at the proposed site on Thursday 19th and Tuesday 24th February 2015 between the hours of 06:00 and 19:00 in order to understand existing vehicular movements at the site access. The surveys included vehicular movement associated with all existing operational site uses including Winters Skip Hire. The existing site access currently serves 4 active uses 1 of which (Winters Skip Hire) is being removed in order to facilitate the development.

Table below shows peak hour vehicular trip attraction – Existing Site Access:

Period	Vehicular Trips		Two way Total Trips
	In	Out	
AM Peak (08:00 - 09:00)	35 (17)	32 (22)	67
PM Peak (17:15 - 18:15)	4(3)	18(1)	22

The figures in the brackets denote HGV trips

The traffic survey included traffic movements associated with Winters Skip Hire which is to be removed from the site if the development proceeds.

A further traffic survey was undertaken on Thursday 5th March 2015 between the hours of 06:00 and 19:00 to understand vehicle attraction associated purely with Winters Skip Hire Service. The results of survey are shown in the table below.

Period	Vehicular Trips		Two way Total Trips
	In	Out	
AM Peak (08:00 - 09:00)	35 (12)	27 (13)	62
PM Peak (17:15 - 18:15)	3(2)	15(1)	18

Daily Trips associated with the existing Winters Skip hire Operation:

Period	Total Vehicular Trips		
	In	Out	Two Way Trips
Daily Trip Attraction (06:00 - 19:00)	322	340	622

The table below shows the Number of Total Daily HGV Trips for the Winters Skip Hire included in the above table of Total Vehicular Trips:

Period	Total HGV Trips		
	In	Out	Two Way Trips
Daily Trip Attraction (06:00 - 19:00)	131	126	257

The tables above show that the summary of trips associated with Winters Skip Hire generates a total of 622 daily trips including 257 two way HGV trips. These trips will cease on closure of the Winters Skip hire.

Trips resulting from the Proposed Development:

The trip generation for the proposed use has been divided into two distinct elements as follows.

- Staff arrivals and departures and;
- Operational trips associated with the various council functions that will occupy the site.

Staff Trip Generation:

The Council has predicted that to carry out the Council functions at the relocation site a total complement of 204 staff will be required comprising 167 staff associated with Waste and Recycling, 17 staff associated with Transport Services, 11 staff associated with BI & Management and 09 staff associated with Highways Responsive Repairs Service.

It is proposed that due to the provision of a range of Council services, the staff arrival and departure profiles differ considerably within the alternative functions and indeed within each function.

The table below shows the predicted staff trip generation during the peak hours for the proposed development.

Period	Predicted staff Vehicular Trips		Two way Total Trips
	In	Out	
AM Peak (08:00 - 09:00)	38	0	38
PM Peak (17:15 - 18:15)	0	41	41

Although the consultants have used the above predicted staff trips for robustness in assessing the impact of the development on local highway, it is proposed that measures could be implemented as part of the Travel Plan submission to reduce the number of staff commuting by private car and therefore reducing the vehicular trip generation.

Operational Trip Generation:

A summary of existing Mill Hill Depot site operation trips profile was provided by the Council to inform the likely operational trip profile likely for the proposed relocation of the depot as shown in a table below.

Time	Function	Arrivals	Departures	Notes
06:15 – 06:30	Refuse Vehicles including Duo Recycling vehicles	0	42	11 Duo recycling vehicles 3 haulage vehicles
07:00	Refuse Vehicles		1	
07:00 – 08:00	MOT/Service LBB vehicles	8		
08:00 – 09:00	Operation supervisors / DLO function Vehicles for service (MOT) / Public MOT	10	13	10 Public MOT arrivals 13 Operational Departures (supervisors etc)
09:00	Hazard IPV		1	
11:00 – 12:00	Duo recycling vehicles	11	11	
12:00 – 14:00	Haulage Vehicles	3	2	
12:00 – 15:00	Refuse vehicles/Hazard IPV	40	0	Includes 11 Duo recycling vehicles
12:00 – 15:00	Hazard IPV	1		
15:00 – 16:00	Haulage Vehicle	2	0	
16:00 – 17:00	Operation Supervisors / DLO function / Vehicles for service (MOT)	13	8	13 arrivals associated with supervisors 8 departures associated with LBB vehicle service/MOT
17:15 – 18:15	Public MOT	0	10	Robust Estimate
07:00 – 18:00	Vehicle Breakdowns	7	7	Reactive to demand
07:00 – 18:00	Miscellaneous Trips	10	10	Staff meetings / additional supervisory trips
Total		105	105	

Shaded Cell denotes HGV trip

It is evident from the table above that the vast majority of waste vehicles depart site between 06:15 and 06:30, returning to site following collection anytime between 12:00 and 15:00. 11 of these vehicles are Duo recycling returning to the depot mid-morning to drop their load. These vehicles are then sent back on street returning to the depot before 3pm. It is proposed that due to nature of the functions there will be minor variations in the trip generation profile on daily basis. However it is proposed that the majority of additional trips will occur outside of the peak periods.

Table below shows the typical daily operational trip generation for the proposed development.

	Total Vehicle Arrivals	Total Vehicle Dep	Arr HGVs	Dep HGVs
Daily Trip Generation 06:00 – 19:00	105	105	71	71

Table below shows typical peak hour estimated trips associated with the operational function of the development.

Period	Operational Vehicular Trips		Two way Total Trips
	In	Out	
AM Peak (08:00 - 09:00)	10	13	23
PM Peak (17:15 - 18:15)	0	10	10

Table below shows the estimated total trip generation for both staff and operational trips.

Period	Operational Vehicular Trips		Two way Total Trips
	In	Out	
AM Peak (08:00 - 09:00)	48	13	61
PM Peak (17:15 - 18:15)	0	51	51

It is proposed that the depot will also operate on Saturdays. Trips associated with the site both in terms of staff arrivals and departures and operational trips will operate a similar profile as reported in Tables above. However it is proposed that the operational trips will reduce by approximately a third with staff numbers reducing by approximately 50%.

Development Traffic Distribution:

Operational Distribution:

The Council officers confirmed that prior to relocation of the depot all existing routes will undergo a review, and the Council's specialist route optimisation software will be utilised to help remodel routes to ensure maximum efficiency. However, it is anticipated that vehicles will split 50-60% travelling north and 40-50% travelling south when leaving the depot at approx. 6.15-6.30am.

It is proposed that the principle routes travelling north are likely to include A1000 north bound to access the north of the borough and A5109 Totteridge Lane to access the west. Those travelling south from the depot will use A1003 Friern Barnet Road/ Woodhouse Road then disperse via A504 Ballards Lane or A1000 south

bound. It is proposed that where ever possible vehicles will continue to travel on the major road network until reaching their local destination.

Operational trips are therefore distributed on this basis during the AM and PM peak periods.

Staff Traffic Distributions

The consultants have stated in the TA that staff traffic movements distributions are based on postcode data derived from the staff surveys. Only arterial routes were selected to coincide with the junctions requiring analysis to ensure a robust assessment. Table below summarises main arterial routes likely to be selected by staff based on their areas of residence.

Staff Car Travel Routes

Route	Existing staff car travel based on travel survey	Percentage
A5109 west to A109	9	16%
A598/A1000 south to Woodhouse Road (south) to A109	16	28%
A10 north and A406 south to A1110 south to A109	6	11%
A1000 north to A109 North	7	12%
A111 north, west to Waterfall Road	8	14%
A1081 north to A109	11	19%
Total	57	100%

Traffic Management Plan:

The TA refers to a Traffic Management Plan accompanying the TA. However, no such document was attached with the TA and needs to be provided. A condition will be placed on the planning application to this effect.

HGV Impact:

The consultants received concerns during the consultation process from the local residents in respect of the potential for an increase in HGV trips along Oakleigh Road South. Therefore they have compared the HGV trips that are to be removed from the highway network as a result of the removal of Winters Skip Hire and those predicted by the proposed development.

The table below provides a summary of daily HGV movements associated with the removal of Winters Skip Hire and the HGV trip attraction associated with the proposed development.

	Arr HGVs	Dep HGVs	Two Way HGVs
Daily HGV Trip Generation Proposed Development 06:00 – 19:00	71	71	142
Daily HGV Trip Generation Winters Skip Hire 06:00 – 19:00	131	126	257
Net Reduction 06:00 - 19:00	-60	-55	-115

The table shows that there will be a significant reduction in daily HGV trips as a result of the removal of Winters Skip Hire and relocation of the Depot in its place.

Junction Capacity Analysis:

The consultants undertook junction capacity analysis at the following junctions to assess the likely impact of the proposed development on the following junctions considered susceptible to any potential increase in traffic flows.

- Junction 1 A109 Oakleigh Road / A1000 High Road / A5109 Totteridge Lane (traffic signals)
- Junction 2 A109 Oakleigh Road / Pollard Road / Russell Lane (mini roundabout)
- Junction 3 A109 Oakleigh Road / A1110 Bowes Road / A1003 Friern Barnet Road (roundabout) – known locally as Betstyle Circus
- Junction 4 A1003 Friern Barnet Road / Woodhouse Road / B550 Colney Hatch Lane (traffic signals)

Industry standard software such as Junctions8 (ARCADY) to assess capacity at the roundabout junctions, Junction8 (PICADY) to assess the capacity at the site access priority junction and LINSIG to assess the capacity at the signalised junctions was used by the consultants to undertake capacity analysis. The capacity analysis demonstrated that the impact of the development traffic on the above 4 junctions is negligible and therefore there should be no reason in highways and transport terms for the development not to proceed.

The capacity analysis undertaken at the improved site access junction demonstrated that the junction is able to operate within capacity during both peak periods under the loading of growth and development trips.

Personal Injury Accident Analysis (PIA):

The following PIA analysis was carried out by the consultants. Transport for London provided the Historical PIA data for a 5 year period to September 2014. However, TfL has advised that the PIA data for the year 2014 TfL is still provisional and subject to change.

The consultants obtained Personal Injury Accident (PIA) records for an area extending to 300 metres of the site.

In total, 10 collisions were reported within 300 metres of the proposed development site, resulting in 14 PIAs comprising 10 slight injuries and 4 serious injuries.

Beaconsfield Road

4 PIAs occurred along this road. Three were in the vicinity of the junction with The Link and the fourth was near The Crescent. PIAs near The Link junction involved a pedestrian running into the road, a motorcycle losing control; colliding with a parked vehicle and a vehicle collision with several parked cars. The PIA near The Crescent

involved a collision during a turning manoeuvre injuring a cyclist. All can be attributed to human error.

Oakleigh Road South

3 PIAs occurred along Oakleigh Road South. 2PIAs were near the junction with Spencer Road and the third was not related to any junctions. The PIAs near Spencer Road involved a pedestrian crossing between cars and an intoxicated cyclist. The other PIA was a result of a vehicle colliding with street furniture after the driver collapsed.

Holly Park Road

3 PIAs occurred along Holly Park Road. 2 PIAs were near the junction with Beaconsfield Road. These involved a parked vehicle pulling into the path of another vehicle and a rear end shunt. The remaining PIA was due to vehicles losing control in snowy/icy conditions.

Development Impact

Whilst the majority of PIAs occurred near junctions only one is attributed to an impact during a turning manoeuvre.

Parked vehicles are the most common element and featured in the accidents with pedestrians running out from between parked cars or vehicles impacting with cars parked on street.

The PIA analysis showed that the proposed development would have a negligible impact on road safety in the area. The recorded PIAs have a variety of causes and contributory factors ranging from weather conditions to alcohol and medical conditions. There are no common causation factors.

Within the vicinity of the proposed development single yellow lines exist to prevent vehicle parking on the highway network, these could be further re-enforced by reviewing the waiting restrictions and extending the hours of waiting restrictions to prevent parking in proximity of the site.

A zebra crossing is proposed in order to accommodate pedestrian movement and improve the pedestrian crossing facilities in the vicinity of the site on Oakleigh Road South together with additional uncontrolled crossing facilities across the revised site access and the adjacent Builders Merchants access. Further mitigating measures are proposed by the consultants to improve highway safety and achieve speed reduction on Oakleigh Road South which would be subject to public consultation and highway approvals.

Proposed Traffic Calming on Oakleigh Road South:

No information was found in the TA as suggested in section 4 of the TA on proposed traffic calming on Oakleigh Road South on either side of the site access. Condition will be placed to provide this information.

Emergency Access:

No indication is given in the submission as to how the Emergency Access to be provided. Emergency Access procedures need to be referred to Emergency Services for their agreement. A condition will be placed on the application.

Delivery and Service Management Plan:

A Delivery and Service Management Plan will need to be provided including the routing arrangement for the Service Vehicles and will be conditioned.

Travel Plan:

A number of measures have been proposed in the accompanying Travel Plan submission that could be introduced in order to reduce single vehicular trips by private car. These consist of the following

Allocated Car Parking

- Only 68 parking permits could be issued to non-essential car users, this would be enforced by security control on entry to the site (barrier or manual). Eligibility criteria may include residing too far away to walk or cycle combined with a lack of viable public transport routes. Applications to be assessed by the Travel Plan Champion (TPC) who will interrogate public transport availability information to ascertain if the journey is /is not practical by public transport. Other criteria such as long term disability, short term injury, other medical grounds, childcare, carers responsibilities etc to be considered by the TPC on a case-by-case basis.

Allocation of permits for non-essential car users

- Only non-essential staff who car share could be permitted to park on site; this benefits all parties as travel costs are reduced for each employee and demand for parking is reduced. Obviously car sharing would be linked with staff arrival and departure times together with proximity of residence.

Public Transport

- Subsidised Oyster cards – for those employees that are not allocated car parking spaces subsidised oyster cards could be provided in order to encourage use of the public transport network. This incentive reduces staff travel costs.

Shuttle Bus

- In order to further facilitate public transport use shuttle buses could be provided to and from the National Rail and Underground Stations, particularly for groups of staff that arrive to work at set times.

External Park and Ride/Walk

- Investigate whether a near-by site can be used as park and ride/park and walk site. Staff unable to use Public Transport or Car Share would drive to the external site; dependant on distance, walk or be shuttled to site using buses
- Determine whether existing car parks at local rail and underground stations could be utilised by staff unable to commute via the Public Transport network. Depending on location these staff could either walk or use Public Transport to access the development site.

North London Business Park

- Investigate whether parking spaces at this site can be leased for use by staff; located a short walk from the development site

Minibus Service

- This option would provide a shuttle service from employee's residence to the proposed development site. Due to the varied location of staff residences this would likely result in several services.

These and other potential measures will be investigated further with definitive measures progressed. All will be implemented prior to first occupation of the site.

Staff Cycle Parking

Proposed minimum cycle parking standards should be in accordance with the standards set out in the Further Alterations to London Plan (FALP). Cycle parking standards for new developments are set out in Table 6.3. Unfortunately the document does not provide cycle parking standards for the proposed use.

The consultants have that 10 cycle parking spaces will be provided for the proposed development; located adjacent to staff vehicular parking and will be lit and covered.

The provision of the 10 cycle parking spaces is considered sufficient to cater for proposed development.

Traffic Management Plan

In item 4.6 it is proposed that a Traffic Management Plan which accompanies this document sets out processes and procedures that will be adopted by all staff in order that vehicular operation within the site is safe and efficient. Critically the plan will emphasise the requirement to limit any impact on the local highway network.

No such accompaniment was found therefore a condition will be placed on the application to submit a traffic management plan.

Conclusion and recommendations for transport

It is clear that the development will result in some impacts on the surrounding highway and public transport networks if the proposed highway measures and other elements of the proposed transport package are not implemented, but that if the package is delivered the development will be fully mitigated against.

The TA demonstrates that careful and extensive work has been undertaken to examine the existing situation and to use suitable data to build acceptable traffic models of the area.

Officers consider that the impacts of the development on the transport network have been robustly assessed, and that all appropriate mitigation measures and control mechanisms are provided for, should permission be granted. The planning conditions recommended in this report are considered to provide an effective framework of control and officers therefore recommend the scheme for approval on matters relating to highways and transport.

3.8 Energy, Sustainability, and Resources

London Plan Policy 5.2 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 5.2 'Minimising Carbon Dioxide Emissions' requires all residential developments to achieve a 40% reduction in carbon dioxide emissions on 2010 Part L Building Regulations. The London Plan Sustainable Design and Construction SPG 2014 updated this target of 35% on 2013 Part L Building Regulations. Policy 5.3 of the London Plan goes on to set out the sustainable design and construction measures required in developments. Proposals should achieve the highest standards of sustainable design and construction and demonstrate that sustainable design standards are integral to the proposal, including its construction and operation. The Further London Plan Chapter 5 policies detail specific measures to be considered when designing schemes including decentralised energy generation (Policies 5.5 and 5.6), renewable energy (Policy 5.7), overheating and cooling (Policy 5.9), urban greening (Policy 5.10), flood risk management and sustainable drainage (Policies 5.13 and 5.15).

Local Plan policy DM01 states that all development should demonstrate high levels of environmental awareness and contribute to climate change mitigation and adaptation. Policy DM04 requires all major developments to provide a statement which demonstrate compliance with the Mayors targets for reductions in carbon dioxide emissions, within the framework of the Mayor's energy hierarchy.

The application is supported by an energy statement which advises that through combination of energy efficient and sustainable measures which address the Mayors Energy Hierarchy will result in a 35% reduction in CO2 emissions. This is predominately through reducing energy use, fabric efficiency along with use of renewable technology where appropriate, including the use of PV on south facing

roofscapes. District Heating has been discounted on this site due to the limited need for heating on the site and absence of any other network in the vicinity.

It is noted that the GLA have not raised any fundamental issues regarding the proposed energy strategy but have requested additional information which needs to be provided before the application is referred back for Stage 2.

BREEAM

The applicant has submitted a Preliminary Assessment Report that demonstrates that a BREEAM 'Very Good' level can be achieved for the scheme along with the details of the additional credits which would be required to achieve an 'Excellent' Level. An appropriately worded condition is recommended for assessment at the time of detailed assessment to reconfirm that the proposal would achieve the 'very good' target with an aspiration to achieve an 'Excellent' rating.

3.9 Landscaping and biodiversity

The 'sustainable development' imperative of NPPF 2012 includes enhancing the natural environment and improving biodiversity (para 7). London Plan 2011 policy 7.19 states that development proposals, where possible, should make a positive contribution to the protection, enhancement, creation and management of biodiversity. Barnet Local Plan policy DM16 states that when it is considering development proposals the council will seek the retention, enhancement or creation of biodiversity.

Trees

In respect of the application site itself, a significant number of trees are located on the landscaped embankment separating the application site from Oakleigh Road. The quality of trees within this embankment range from A to U. Works which are proposed which impact upon these trees will include, the widening of the existing access, the construction of the retaining gabion walls, works to install underground services connections and measures to open up the underpass. In total the number of trees which are required to be removed are as follows as illustrated in the submitted arboricultural report.

Tree & Group Number	Reason	Impact
G23 (Cat C), (Ash and Sycamore) T26 (Cat C) Sycamore	Installation of new retaining wall (Gabion wall) on the slope	G16 and G23 will be partially impacted by the removal of trees on the top edge. There is a risk of damage roots of retained trees and a loss of visual screening.
G27 (Cat C); 10 trees Sycamore	Installation of new retaining wall (Gabion wall) on the slope	Loss of visual screening
T9 (Cat A), T10 (Cat A) Oak	Redesign of access into the site.	two landscape trees the loss of which is replaceable.
G16 (Cat B) 10 Hawthorn & G20 (Cat B) 2 Sycamore	Utilities- New gas and water services onto the site.	4 meter strip of land cleared of trees to make way for these services to be ducted into the site from Coppes Grove. Hawthorn trees removed resulting in loss of visual screening.
G34 & G35 (Cat C) 6 Sycamore	Open up underpass	Self seeded trees of little merit.

Tree & Group Number	Reason	Impact
G1 (Cat C); 7 trees (Sycamore)	Provision of car parking and depot facilities	Loss of screening on the eastern boundary of the site.
G4 (Cat C); 16 trees (Sycamore & Hawthorn)	Provision of car parking and depot facilities	Loss of screening on the eastern boundary of the site.
T5 Cat C (Sycamore)	Provision of car parking and depot facilities	Loss of screening on the eastern boundary of the site.
G6 (Cat C); unspecified number approximately 20 (Cypress)	Provision of car parking and depot facilities	Loss of screening on the eastern boundary of the site.
G7 (Cat C), 10 trees (Sycamore)	Provision of car parking and depot facilities	Loss of screening on the eastern boundary of the site.
G14 (Cat C) 8 trees (Cypress)	Provision of car parking and depot facilities	Loss of screening on the eastern boundary of the site.
G16 (Cat B), approximately 265 trees (Hawthorn)	Installation of new retaining wall (Gabion wall) on the slope	Loss of trees on the top edge of the bank. There is a risk of damage roots of retained trees and a loss of visual screening.
G17 (Cat B); 3 trees G18 (Cat B); 3 trees (Silver birch)	Installation of new retaining wall (Gabion wall) on the slope	Loss of visual screening

In total therefore the application would necessitate the removal of 373 trees of

which 2 are category A, 283 are category B (Mostly Hawthorn), 88 are Category C, and 6 are Category U. In addition tree pruning work including the removal of Ivy is proposed in relation to 10 further trees. Protective fencing is proposed to safeguard retained trees immediately outside the proposed works. Approximately 2/3 of the trees on the landscaped verge will be retained under the current application.

The Council has a duty under section 197 of the 1990 Planning Act to consider the desirability of preserving trees, in doing so account needs to be taken of the reasons for any proposed tree removal. In the case of the 2 category A trees, this is to widen the existing site access and to provide appropriate visibility splays in accordance with modern standards. This results in positive highway safety improvements over the existing arrangement. In relation to the category B trees which represent the bulk of the tree removals, this is to enable the construction of a gabion retaining wall. The existing Winters skips are stored half hanging over the edge of the embankment which is not ideal and has significant health and safety implications and would need to be addressed in any comprehensive redevelopment of the site. Mitigation will be provided in the form of landscape feature trees along Oakleigh Road together with replacement planting on the Oakleigh Road side of the Gabion Walls. While it is clear that there will be some short time loss of tree screening, this would be for a limited time until replacement trees grow to a sufficient height. In addition to this about 2/3 of the existing trees located on this embankment will be retained which would maintain the general verdant nature of this embankment.

Biodiversity

In regards to biodiversity and the existing and surrounding site conditions, the following key aspects are noted:

- There are no statutory designated sites for nature conservation, either within the site or directly adjacent.
- An ecological survey report and interim bat and reptile surveys were submitted with the application.
- Subsequent Stage 2 Bat and Reptile Surveys were submitted in August 2015.

In relation to the main findings of these reports, these are summarised below:

Nesting Birds

The submitted ecological report confirms that trees in the embankment contain nesting birds. Irrespective of the planning situation it is a criminal offence under the Wildlife and Countryside Act 1981 and the Natural Environment and Rural Communities Act (2006) to disturb nesting birds. As such it is necessary for any tree to be carefully inspected prior to any tree works/ removal to ensure that no nests are present. In the case that nests are present it is necessary to restrict work to outside bird nesting season i.e. in the autumn and winter.

Bats

The surveys recorded low levels of bat activity have been recorded involving three species of bats namely Common and Soprano pipistrelle and Noctule bats. The bat

activity recorded and observed during the surveys was commuting and foraging along the woodland and waste tip area.

The surveys suggest that results to date suggest no bats are roosting within the site and it is used as a commuting corridor and also for foraging by Common pipistrelle bats. The report acknowledges that linear features (e.g. hedgerows and tree lines) are important habitats providing flight paths between roosts and foraging sites (Bat Conservation Trust, 2015). To ensure that no fragmentation of foraging and commuting habitat occurs, the reports recommend that compensation requirements should be implemented to ensure compliance with the Wildlife and Countryside Act 1981 (as amended) and the Natural Environment and Rural Communities Act (2006).

In relation to lighting the ecology reports recommend that directional lighting should be utilised to avoid light-spill onto surrounding woodland habitats. The lighting specification and position should be agreed in advance with the project ecologist.

Reptiles

The submitted reptile survey advises that a breeding population of slow worms has been confirmed as present mainly at the southern and especially in the south-eastern area of the site. These are a designated protected species.

The south-eastern area of the site provides suitable habitat for hibernation sites within the scrub and tree roots as well as open areas of bare ground/ephemeral vegetation for basking and foraging. Reptiles are therefore likely to be present on the site all year round. A small number of slow worms were also found on the woodland/grassland boundary on all seven surveys. The south-western area of the site is well connected to the wider landscape via the railway corridor.

The results show that a good population of slow worms is present at the site.

To ensure compliance with the Wildlife and Countryside Act 1981 (as amended) and the Natural Environment and Rural Communities Act (2006) the following mitigation and compensation requirements are recommended to be implemented:

'Reptile Clearance

The proposed site layout for the Depot removes the majority of reptile habitat and there is little suitable alternative habitat within the site itself. Reptiles will therefore need to be translocated from the development footprint to a receptor site to avoid accidental killing and/or injury.

Clearance will be undertaken through a combination of habitat manipulation (involving the removal of man-made and natural refugia, strimming in 2 stages) and trapping through the use of 'tins'. This will be followed by a destructive search where a topsoil strip is undertaken under the supervision of a qualified and experienced ecologist. All reptiles discovered will be transferred to the chosen receptor site.

The erection of reptile proof fencing will be required to ensure that reptiles are unable to recolonise the area once moved or from outside the area (e.g. from areas

such as the railway corridor).

Receptor Site Options

The location of this site will need to be agreed with Natural England, through the licence process. A receptor site would need to undergo survey to verify its habitat suitability and/or enhancement of the habitat for reptiles. The survey would also need to determine the status of any existing reptile population and the site's carrying capacity (where this is unknown) prior to any translocation taking place.'

Assessment of Submitted Ecological Reports

The reports submitted acknowledge the wildlife value of the land in question with regards to nesting birds, as a commuting and foraging habitat for bats and as a breeding colony for slow worms. The concerns expressed by neighbouring objectors regarding the method of bat inspections are acknowledged in relation to the lack of a detailed inspection of trees on the site and all trees will need to be carefully inspected prior to any works taking place. Similarly to nesting birds . irrespective of the planning situation it is a criminal offence under the Wildlife and Countryside Act 1981 and the Natural Environment and Rural Communities Act (2006). The relocation of the slow worm colony would also need separate approval from Natural England.

For these reasons the proposal is considered subject to appropriate safeguarding conditions acceptable from a biodiversity viewpoint. Conditions are also attached requiring the provision of bird and bat boxes over and above the two boxes proposed under the application submission.

Invasive Species

The London Invasive Species Initiative (LISI) provides advice, raises awareness and coordinates action to assist in tackling the threats posed by non-native species (London Biodiversity Partnership, 2007a).

A number of species listed on the LISI were identified within 2km of the site. These include butterfly-bush (*Buddleja davidii*), Japanese knotweed (*Fallopia japonica*), cherry laurel (*Prunus laurocerasus*) goat's-rue (*Galega officinalis*) and ring-necked parakeet (*Psittacula krameri*), although none were found on the application site itself.

Flood risk, Water Resources, Drainage and SUDs

In respect of flood risk, the site is within Flood Zone 1 which is classified as being of low risk of flooding, however due to the size of the site (over 1 hectare) a flood risk assessment was submitted with the application in compliance with regulation. A drainage strategy was also submitted. The documents advise that surface water run off rates will be restricted to greenfield levels. The applicant considered the use of Sustainable Urban Drainage Systems, but these were discounted due to the industrial type use of the land and soil conditions (London Clay). Instead an underground attenuation tank is proposed which would control flow rates into the

Thames Water controlled public sewer on the southern part of the site. This would also be fitted with oil filters to restrict pollution. This is designed to accommodate 1 in 100 year flood events.

The submitted documents have been examined by the Environment Agency and Thames Water who have raised no objection in principle, however they recommend that rainwater recycling is considered which could be used for washing down vehicles limiting water consumption rates. Suitable Conditions are suggested to this effect.

3.10 Other matters

Utilities

Utilities service plans have been submitted with the application. Of relevance to the application proposal, the plans show a 1.8m diameter culvert crossing the site to the north whilst a public foul and surface water sewer diagonally crosses the site to the south. No buildings can be located within 2.5m of this below ground drainage and this has informed the site layout. An electricity substation is also located on the eastern side of the bank which is proposed to be retained.

Several objection letters have made reference to the sewage infrastructure flooding from time to time on Oakleigh Road South. The problem appears to be an existing problem, which is not the responsibility of this application to fix, rather it is the responsibility of the statutory undertaker in this case Thames Water.

Ground conditions and Contamination

In regards to potential contamination, the applicant has submitted a Geo-Environmental Desktop and Land Contamination which looked at the historic use of the site and took soil and boring samples in the site testing for metals and semi metals, non-metallic inorganics, hydrocarbons, Asbestos, Banded TPH, TPHCWG and polychlorinated Biphenyls. The report found that while some contamination existed, levels are within permitted levels and the site is suitable for the intended commercial end use for which it is intended. A suitable condition is however recommended to ensure the implementation of a watching brief during construction so that if further contamination is found then appropriate mitigation measures can be implemented.

Unexploded Ordinance (UXO's)

An UXO risk assessment has been submitted with the application which assess the site as medium risk and several bombs have been recorded as having exploded on the site. The document outlines measures which would be taken to mitigate risk and in the event that any UXO's are found. This is considered satisfactory.

Fire and Explosive Risk from storage of Fuel on Site

Any fuel stored would have to comply with the relevant legislative standards and is controlled by the Health and Safety Executive. The proposal is also not dissimilar to

petrol filling stations which are often located close to residential properties. Approval by the fire service is also required as part of Building Regulation Approval. As such as this matter is covered by other legislation it is not considered that the potential risk would warrant the refusal of the application.

3.11 Environmental Impact Assessment Regulations:

The development for which consent is sought is not considered to be of a description identified in Schedule 1 of the Regulations (Town and Country Planning (Environmental Impact Assessment) Regulations 2011). However, the development is considered to be of a description identified in column 1 of Schedule 2 of the Regulations. The development described in the submission is deemed to fall within the description of 'Infrastructure projects' and more specifically 'urban development projects' (paragraph 10(b)). The site identified in the plans accompanying the application is not considered to be in or partly in a sensitive area as defined in Regulation 2. 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 0.5 hectares. The area of development identified in the information submitted exceeds this threshold. The proposal is therefore Schedule 2 development.

The characteristics, location and the impacts of the development proposed are described in significant detail in other sections of this report and so are not repeated here. Having considered the characteristics of the development, the location of the development and the characteristics of the potential impacts of the proposal (the criteria set out in Schedule 3 of the Regulations) it is concluded that in each of these respects and taken in totality the proposal would not be likely to give rise to significant effects on the environment in the sense intended by the Regulations. The proposal is not situated in (or partially within) a particularly environmentally sensitive or vulnerable location and is not a development with unusually complex or potentially hazardous environmental effects. This is considered to support the conclusion that the proposal would not be likely to give rise to significant effects on the environment in the sense intended by the Regulations.

Taking account of the criteria set out in Schedule 3 of the Regulations and all other relevant factors it is considered that the development described in the information accompanying the application would not be likely to have significant effects on the environment, in the sense intended by the Regulations. Therefore an Environmental Impact Assessment is not necessary and an Environmental Statement, in line with the Regulations, is not required to be submitted with the application.

An application (reference H/01099/ESR) for a Screening Opinion in February 2015, for a smaller site area excluding the proposed Winters Site concluded that the proposal would not require an Environmental Impact Assessment (and that Environmental Statement, in line with the Regulations, was not required to be submitted with the application for planning permission for that proposal). A subsequent screening opinion was submitted in May 2015 under reference 15/03250/ESR, which was similarly determined not to require an Environmental Impact Assessment (and that Environmental Statement, in line with the Regulations,

was not required to be submitted with the application for planning permission for that proposal).

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.

Dedicated parking spaces for people with a disability will be provided.

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 policies and guidance.

APPENDIX 1: Site Location Plan

