

Draft conditions list for Pentavia Retail Park, Mill Hill

planning application no. 17/8102/FUL

GLA reference – GLA/3756a/03

Condition 1 - Time limit

The development hereby permitted shall be commenced within three years from the date of this permission.

For the purposes of condition 1, commencement shall mean the date upon which any material operation in connection with the development hereby permitted has begun, as defined by Section 56 of the Act, with the exception of:

- Site Clearance and Site Preparation Works (including demolition)
- Ground Works and Investigations – for the purpose of addressing ground conditions;
- Erection of any temporary means of enclosure; and
- Ecological surveys, investigations or assessments.

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

Condition 2 - Approved plans and documents

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

Proposed drawings (17 May 2019 Addendum)	
Site plans	
A_44032_MH - A01-00-01 - LOCATION PLAN	A_44032_MH - A01-00-03 - SITE PLAN Ground Floor
A_44032_MH - A01-00-04 - SITE PLAN Lower Ground Floor	A_44032_MH - A10-00-01 - GA_LEVEL 00_OVERALL PLAN
A_44032_MH - A10-01-01 - GA_LEVEL 01_OVERALL PLAN	A_44032_MH - A10-02-01 - GA_LEVEL 02_OVERALL PLAN
A_44032_MH - A10-03-01 - GA_LEVEL 03_OVERALL PLAN	A_44032_MH - A10-04-01 - GA_LEVEL 04_OVERALL PLAN
A_44032_MH - A10-05-01 - GA_LEVEL 05_OVERALL PLAN	A_44032_MH - A10-06-01 - GA_LEVEL 06_OVERALL PLAN
A_44032_MH - A10-07-01 - GA_LEVEL 07_OVERALL PLAN	A_44032_MH - A10-08-01 - GA_LEVEL 08_OVERALL PLAN
A_44032_MH - A10-09-01 - GA_LEVEL 09_OVERALL PLAN	A_44032_MH - A10-10-01 - GA_LEVEL 10_OVERALL PLAN
A_44032_MH - A10-11-01 - GA_LEVEL 11_OVERALL PLAN	A_44032_MH - A10-12-01 - GA_LEVEL 12_OVERALL PLAN
A_44032_MH - A10-13-01 - GA_LEVEL 13-14_OVERALL PLAN	A_44032_MH - A10-15-01 - GA_LEVEL ROOF_OVERALL PLAN

A_44032_MH - A10-LG-01 - GA_LEVEL LG_OVERALL PLAN	A_44032_MH - A11-00-01 - LEVEL 00_SHEET 01
A_44032_MH - A11-00-02 - LEVEL 00_SHEET 02	A_44032_MH - A11-00-03 - LEVEL 00_SHEET 03
A_44032_MH - A11-00-04 - LEVEL 00_SHEET 04	A_44032_MH - A11-00-05 - LEVEL 00_SHEET 05
A_44032_MH - A11-00-06 - LEVEL 00_SHEET 06	A_44032_MH - A11-00-07 - LEVEL 00_SHEET 07
A_44032_MH - A11-00-08 - LEVEL 00_SHEET 08	A_44032_MH - A11-03-01 - LEVEL 03_SHEET 01
A_44032_MH - A11-03-02 - LEVEL 03_SHEET 02	A_44032_MH - A11-03-03 - LEVEL 03_SHEET 03
A_44032_MH - A11-03-04 - LEVEL 03_SHEET 04	A_44032_MH - A11-03-05 - LEVEL 03_SHEET 05
A_44032_MH - A11-03-06 - LEVEL 03_SHEET 06	A_44032_MH - A11-03-07 - LEVEL 03_SHEET 07
A_44032_MH - A11-03-08 - LEVEL 03_SHEET 08	
Proposed Sections (17 May 2019 Addendum)	
A_44032_MH - A25-10-01 - SECTION AA BB CC	A_44032_MH - A25-10-01 - SECTION DD
A_44032_MH - A25-10-02 - SECTION EE - southern entrance	A_44032_MH - A25-10-03 - SECTION FF - through Block R
A_44032_MH - A25-10-04 - SECTION GG	A_44032_MH - A25-10-05 - SECTION HH
A_44032_MH - A25-10-06 - SECTION II	
Proposed Elevations (17 May 2019 Addendum)	
A_44032_MH - A20-00-01 - OVERALL ELEVATIONS_OUTWARDS	A_44032_MH - A20-00-02 - OVERALL ELEVATIONS_INWARDS
Supporting documents (17 May 2019 Addendum)	
Title	Date
A_44032_MH - A00-00-05 - Unit types	17 May 2019
A_44032_MH - A00-00-04 - Accommodation schedule	17 May 2019
A_44032_MH - A01-00-09 - Tenure mix typical level	17 May 2019
Pentavia Mill Hill - Phasing Plan	17 May 2019

Reason: For the avoidance of doubt and in the interests of proper planning and so as to ensure that the development is carried out fully in accordance with the application as assessed in line with Policies DM01, DM02, DM05 of the Barnet Local Plan (2012) and Policies 3.5, 7.2, 7.5 and 7.8 of the London Plan (2016).

Condition 3 – Phasing plan

Prior to the commencement development a detailed phasing plan shall be submitted to and approved in writing by the Local Planning Authority. This shall be in accordance with the 2019 phasing plan and set out the enabling/demolition and construction programme by phase/block

and the sequencing and timescale for delivery of the proposed site access improvements, pedestrian and cycle routes and landscaping works.

The phasing plan shall include details of temporary pedestrian, cycle and vehicle access and servicing arrangements, lighting, landscaping and means of enclosure including hoardings to be implemented/erected during the enabling/demolition and construction period and include measures to address changes in level across the site as phases of the scheme are built out.

The phasing of the development shall be carried out in accordance with the approved construction phasing plan unless a further plan is subsequently submitted to and approved by the Local Planning Authority.

Where 'phase' is referred to in the subsequent conditions this relates to the phasing plan (or subsequent phasing plans) submitted to and approved in writing by the Local Planning Authority

Reason: For the avoidance of doubt and in the interests of proper planning and in the interests of residential amenity and safety, and to mitigate the impacts of the development in accordance with Policies 6.3, 6.9 and 6.10 of the London Plan (2016)

INFRASTRUCTURE PROTECTION

Condition 4 - TfL and Highways England infrastructure asset protection (detailed engineering and construction design and methods statement)

No groundworks, demolition or construction works associated with a phase of the development hereby permitted shall be commenced (including any invasive ground investigations) until a detailed engineering design and construction method statement for that phase has been submitted to and approved by the Local Planning Authority, in consultation with TfL and Highways England. This shall include:

A risk assessment - which shall examine the potential risk to the structural stability and integrity of TfL and Highways England owned highways assets, bridge structures and the immediately adjacent retaining walls and landscape embankment and shall include:

- a) a geotechnical, hydrogeological and hydrological assessment, including details of ground investigations undertaken
- b) topographical, drainage and utilities information
- c) a description and programme of the groundworks, demolition and construction works, including full details of the use/operation of cranes, piling rigs, the erection and dismantling of scaffold, proposed landscaping and earthworks and/or any works to the existing retaining walls, bridge structures or verges adjacent to the highway boundary.

A detailed method statement - which shall set out measures to safeguard the structural integrity and safe operation of the adjacent highway assets during the groundworks, demolition and construction and operational life of the development, taking into account the risk assessment. This shall include:

- a) procedures for controlling sediment runoff and retaining dust, soil, debris and demolition and construction materials within the site and preventing these from falling onto the adjacent highways.
- b) measures to protect below ground utilities services such as pipes and water mains within adjacent highways.
- c) interim drainage strategy to prevent additional surface water run-off onto the adjacent highways.

- d) other measures considered necessary

The groundworks, demolition, construction works of a phase of the development shall be carried out in accordance with the details approved for that phase.

Reason: To maintain the structural integrity and safe operation of the M1 motorway and the A1 Watford Way, in accordance with Policies CS9 and DM17 of the Barnet Local Plan (2012) and Policies 6.1 and 6.3 of the London Plan (2016).

Condition 5 – Below ground utilities infrastructure

No development of a phase of development shall commence until a method statement for that phase covering the protection of all below ground utilities infrastructure present on the site has been submitted to and approved in writing by the Local Planning Authority, in consultation with relevant utilities infrastructure providers. The method statement shall include:

- a) details of all underground drainage, water supply and energy (electricity and gas) infrastructure;
- b) a piling method statement including details of the location, depth and type of piling to be undertaken and the methodology by which such piling will be carried out;
- c) measures to prevent and minimise the potential for damage to below ground utilities infrastructure; and
- d) details of other proposed groundworks, earthworks, contouring and levels, and construction works.

The phase of development shall then be undertaken and completed in accordance with the terms of the approved details.

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

CONSTRUCTION

Condition 6 – Construction Environmental Management and Logistics Plan

No groundworks, demolition or construction works associated with a phase of the development hereby permitted shall be commenced (with the exception for ground investigations) until a Construction and Environmental Management and Logistics Plan (CEMLP) for that phase has been submitted to and approved in writing by the local planning authority, in consultation with Transport for London (TfL) and Highways England.

The CEMLP for each phase shall include specific details relating to the construction, logistics and management of these works and aim to reduce road danger and vehicle movements during peak periods and to minimise pollution and adverse amenity and environmental impacts. It should be prepared in accordance with the applicant's Environmental Statement and TfL's latest Construction Logistics Plan Guidance. The CEMLP for each phase should include:

Site and description of works

- a) Site management information, including a site plan showing the location of temporary security hoarding and fencing, site access and site office.
- b) Description and programme of works, including equipment, storage of plant and materials and any intrusive site investigation or excavation.

Demolition and waste management

- c) Demolition audit
- d) Site clearance and waste management plan – including a scheme for recycling and/or disposing of waste resulting from demolition, ground works or site preparation, including any hazardous waste

Environmental management and mitigation

- e) Hours of demolition, site clearance works, groundworks and construction works
- f) Measures to minimise noise and vibration
- g) Measures to minimise dust and air pollution (including a Pollution Response Plan)
- h) Details of the mitigation for dust and emissions as well as methodology for monitoring during construction;
- i) Lighting strategy, including measures to minimise light spillage;
- j) Measures to minimise visual impact
- k) Measures to reduce energy and water usage
- l) Measures to minimise impacts on ecology, trees and habitats
- m) Ongoing maintenance of security hoarding, including decorative displays and facilities for public viewing
- n) Measures to maintain the site in a tidy condition in terms of disposal/storage of rubbish, storage, loading and unloading of building plants and materials and similar demolition/construction activities

Construction traffic management and logistics

- o) Construction traffic movements - proposed numbers and timings of truck movements throughout the day and the proposed routes
- p) Construction traffic management including:
 - i. Ingress and egress to and from the site for construction vehicles, workers and visitors
 - ii. site security and access control arrangements
 - iii. parking of vehicles for site operatives and visitors
 - iv. deliveries, loading and unloading of plant and materials
 - v. pedestrian and cycle safety
 - vi. Wheel washing facilities and other measures to prevent mud and debris being carried on to the public highway by vehicles leaving the site
 - vii. the location of site office and construction workers' convenience facilities
- q) Measures to ensure that pedestrian and cycle access past the site on the adjacent public footpaths is safe and not obstructed during construction works, with details of any temporary re-routing.

Construction management and procedures

- r) Site management contact details (phone, email, postal address) and the location of a large notice board on the site that clearly identifies these details and a 'Considerate Constructors' contact telephone number.
- s) Code of Construction Practice
- t) Neighbourhood liaison
- u) Complaints procedure
- v) Health and safety procedure

The ground works, demolition and construction works for each phase shall be carried out in accordance with the details approved for that phase.

Reason: To safeguard the amenity of adjacent residents; to ensure efficient, safe and sustainable operation of the highway system; to safeguard pedestrian and highway safety; and to manage and mitigate environmental impacts such as noise and air pollution and trees during demolition and groundworks, in accordance with Policies CS9, CS13, CS14, DM01, DM04, DM17 of the Barnet Local Plan (2012), Policies 5.3, 5.18, 6.3, 7.14, 7.15 and 7.21 of the London Plan (2016) and Barnet Council's Sustainable Design and Construction SPD (2016).

Condition 7 - Demolition and Construction Waste Management Plan

No groundworks, demolition or construction works associated with a phase of the development hereby permitted shall be commenced (with the exception for ground investigations) until a Demolition and Construction Waste Management Plan for that phase has been submitted to and approved in writing by the Local Planning Authority. The Demolition and Construction Waste Management Plan shall include full details of the following:

- a) Identification of the likely types and quantities of demolition and construction waste likely to be generated (including waste acceptance criteria testing to assist in confirming appropriate waste disposal options for any contaminated materials);
- b) Identification of waste management options in consideration of the waste hierarchy, on and offsite options, and the arrangements for identifying and managing any hazardous wastes produced;
- c) A plan for efficient materials and waste handling taking into account constraints imposed by the application site;
- d) Targets for the diversion of waste from landfill;
- e) Identification of waste management sites and contractors for all wastes, ensuring that contracts are in place and emphasising compliance with legal responsibilities;
- f) Details of transportation arrangements for the removal of waste from the site and
- g) A commitment to undertaking waste audits to monitor the amount and type of waste generated and to determine if the targets set out in the SWMP have been achieved.

The demolition and construction operations associated with each phase of the development hereby permitted shall be carried out in accordance with the approved Demolition and Construction Waste Management Plan for that phase.

Reason: To encourage the re-use and recycling materials, in accordance with Policy CS14 of the Barnet Local Plan (2012) and Policy 5.18 of the London Plan (2016).

CONTAMINATED LAND

Condition 8 - Land contamination

Prior to the commencement of a phase of the development, an initial preliminary contaminated land risk assessment, including a desktop study (Preliminary Risk Assessment) and diagrammatical representation (Conceptual Model) shall be submitted to the Local Planning Authority. The desktop study (Preliminary Risk Assessment) for each phase shall include the identification of previous uses and potential contaminants that might be expected to be present on site, given those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced.

If the desktop study and Conceptual Model for each phase indicates any risk of harm to either human health or the environment from contamination, a more detailed site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. This shall be submitted to and approved in writing by the Local Planning Authority prior

to that investigation of the phase being carried out on site. The investigation must be comprehensive enough to enable:

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

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

If the risk assessment and refined Conceptual Model for each phase indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to and approved in writing by the Local Planning Authority. The remediation shall then be carried out in accordance with the approved details.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety, in accordance with Policy DM04 of the Barnet Local Plan (2012), Barnet's Sustainable Design and Construction SPD (2016) and Policy 5.21 of the London Plan (2016).

Condition 9 - Contamination not previously identified

If during any groundworks, demolition or construction works of a phase, contamination not previously identified is found to be present at the site then no further development for that phase shall be carried out until the developer has submitted a remediation strategy to the Local Planning Authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the Local Planning Authority. The remediation strategy for that phase shall be implemented as approved.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety, in accordance with Policy DM04 of the Barnet Local Plan (2012), Barnet's Sustainable Design and Construction SPD (2016) and Policy 5.21 of the London Plan (2016).

DRAINAGE

Condition 10 - Final drainage design

No phase of development (with the exception for ground investigations, groundworks, demolition and site clearance) shall be commenced until a final detailed drainage strategy for that phase, has been submitted to and approved in writing by the Local Planning Authority, in consultation with the sewerage undertaker. The final drainage strategy shall be generally in line with the applicant's proposed drainage strategy (2019) and the development shall then be completed in accordance with the approved details and retained permanently thereafter.

Reason: To prevent the risk of surface water flooding and to ensure the delivery of the proposed sustainable drainage strategy and sustainable urban drainage systems (SuDs), in accordance with Policy DM04 of the Barnet Local Plan (2012) and Policy 5.12 and 5.13 of the London Plan (2016).

Condition 11 - Drainage management

No phase of development (with the exception for ground investigations, groundworks, demolition and site clearance) shall be commenced until a detailed management plan confirming routine maintenance tasks for all drainage components, including the green/blue

roofs, permeable paving and attenuation tank, shall be submitted to demonstrate how the drainage system is to be maintained for the lifetime of the development. The sustainable drainage scheme shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan for all of the proposed drainage components.

Reason: To ensure the appropriate management of drainage systems and prevent the risk of surface water flooding, in accordance with Policy DM04 of the Barnet Local Plan (2012) and Policy 5.12 and 5.13 of the London Plan (2016).

Condition 12 - Rainwater and grey water recycling feasibility

Prior to the superstructure works of a phase of the development commencing, a rainwater and grey water feasibility study, investigating the potential for incorporating rainwater or grey water recycling shall be submitted to and approved in writing by the Local Planning Authority for that phase.

The rainwater and grey water recycling measures as approved under this condition shall be implemented in their entirety in accordance with the approved details prior to the first occupation of residential units or any non-residential ground floor use and retained thereafter in working order for the duration of the use and occupation of the development.

Reason: To ensure that the development is sustainable and complies with the requirements of Policies 5.13, 5.14 and 5.15 of the London Plan (2016).

Condition 13 - Water supply capacity

No phase of development shall commence (with the exception for ground investigations, groundworks, demolition and site clearance) until impact studies of the existing water supply infrastructure capacity for that phase has been submitted to and approved, in writing, by the local planning authority in consultation with Thames Water. The studies should determine the level of additional water supply capacity required and identify a suitable connection point.

Reason: To ensure the required water supply infrastructure to support the development is determined and provided in a sustainable manner, in accordance with Policy 5.15 of the London Plan (2016).

Condition 14 - Water consumption

Water efficient fixtures and fittings shall be included within all residential units to achieve a water use target of no more than 105 litres per person per day.

Reason: To ensure efficient use of water and minimise waste, in accordance with Policy 5.15 of the London Plan (2016).

NOISE & AIR QUALITY

Condition 15 - Sealed windows

Notwithstanding the details of the application hereby approved, all windows adjacent to the M1 or A1 and on all sides of Block A shall be installed to be non-openable prior to first occupation of Block A and be so maintained

Reason: To minimise exposure to existing poor air quality and ensure UK Air Quality objective value limits are not exceeded within residential units, in accordance with Policy 7.14 of the London Plan (2016); and to avoid unacceptable adverse noise impacts on health or quality of life, in accordance with Policy DM04 of the Barnet Local Plan (2012); Policy 7.15 of the

London Plan (2016), the Pentavia Retail Park Development Planning Brief (2016) and Barnet Council's Sustainable Design and Construction SPD (2016).

Condition 16 - Internal noise levels within residential units

Prior to the superstructure works of a phase of the development commencing, a detailed scheme of noise attenuation measures for that phase shall be submitted to and approved in writing by the Local Planning Authority.

The scheme shall, in line with the Environmental Statement, ensure that internal noise levels within habitable rooms of all residential units within the development shall achieve the following targets, with no relaxation for exceptional circumstances:

- Bedrooms (23:00-07:00 hrs) - 30dB LAeq 8hour
- Bedrooms (07:00-23:00 hrs) - 35dB LAeq 16hour
- Living Rooms/dining rooms (07:00-23:00 hrs) - 40dB LAeq 16hour
- Kitchens, bathrooms, WCs and utility rooms (07:00-23:00 hrs) - 45dB LAeq 16hour

The scheme shall specify the detailed design and construction measures to reduce noise intrusion into residential units including the specification of acoustic double glazing, balconies balustrades and undersides and winter gardens, sound insulation, internal studwork and plasterboard and external paneling.

The sound insulation mitigation measures as approved under this condition shall be implemented in their entirety in accordance with the approved details prior to the first occupation of residential units or any non-residential ground floor use and retained thereafter in working order for the duration of the use and occupation of the development.

Reason: To avoid unacceptable adverse noise impacts on health or quality of life, in accordance with Policy DM04 of the Barnet Local Plan (2012); Policy 7.15 of the London Plan (2016), the Pentavia Retail Park Development Planning Brief (2016) and Barnet Council's Sustainable Design and Construction SPD (2016).

Condition 17 - Mechanical Ventilation Heat Recovery System

Prior to the superstructure works commencing of a phase of the development, a detailed scheme for the proposed Mechanical Ventilation Heat Recovery (MVHR) system for that phase shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall specify:

- a) air intake locations and demonstrate that they shall be in areas which are not expected to exceed UK air quality objective limits for levels of NO₂ concentration (40 µg/m³) and are not proposed close to any chimney/boiler flues and ventilation extracts.
- b) mechanisms for filtering pollutants (NO₂ or PM₁₀) at the proposed air intake locations to ensure that air intake shall not exceed UK air quality objective limits (40 µg/m³).
- c) measures to prevent summer overheating and minimise energy usage, including details of thermal control (cooling) within individual residential units.
- d) details of mechanical purge ventilation function (for removing internally generated pollutants within residential units).
- e) details of the overall efficiency of the system which shall at least meet the details set out in the energy strategy.

- f) a detailed management plan for the Mechanical Ventilation Heat Recovery system (MVHR) covering maintenance and cleaning, management responsibilities and a response plan in the event of system failures or complaints.

The approved MVHRS for each phase shall then be fully implemented prior to the occupation or use of any building and retained permanently thereafter in working order for the duration of the use and occupation of the development, in accordance with the approved details.

Reason: To ensure an acceptable standard of residential amenity is provided in terms of air quality and overheating, in accordance with Policies 7.14 and 5.9 of the London Plan (2016), Policy DM04 of the Barnet Local Plan (2012), Barnet's Sustainable Design and Construction SPD (2016) and the Pentavia Retail Park Development Planning Brief (2016).

Condition 18 - Noise fixed plant

Any fixed external plant shall be designed and installed to ensure that noise emanating from such plant is at least 10dB below the background noise levels when measured from the nearest sensitive receptors.

Reason: To avoid unacceptable adverse noise impacts on health or quality of life, in accordance with Policy 7.15 of the London Plan (2016), Policy DM04, of the Barnet Local Plan (2012), the Pentavia Retail Park Development Planning Brief (2016) and Barnet Council's Sustainable Design and Construction SPD (2016).

MANAGEMENT STRATEGIES

Condition 19 - Building and site management

Prior to the occupation of any residential or commercial units, a Management Strategy for each phase of the development shall be submitted to and approved in writing by the Local Planning Authority for that phase. The strategy should include details of the following:

- a) on-site security measures including the location of security/concierge office, the location and details of CCTV;
- b) arrangements for the receipt, management and distribution of post, parcels to the residential units and commercial/community uses;
- c) Different any controlled/restricted areas of the development and details of those who will have access to each of the identified zones;
- d) Details of access control systems serving communal and residential building entrances;
- e) Management and maintenance framework for internal communal circulation areas and lifts;
- f) Confirmation of disabled access arrangements; and
- g) Vehicle access points and how these will be controlled and managed.

The site shall be managed in accordance with the approved management strategy.

Reason: In the interests of the proper maintenance, safety and security of the site and to ensure that the quality of the public realm is appropriately safeguarded and that that access is maintained for disabled people and people with pushchairs, in accordance with Policies 3.4, 3.8 of the London Plan (2016), the Housing SPG (2016).

Condition 20 – Operational waste management and recycling strategy

Prior to the superstructure works commencing for a phase of development, a waste and recycling strategy for that phase shall be submitted to and approved in writing by the Local Planning Authority. This shall set out the location, design and accessibility of refuse and recycling stores, details of the separation and collection of waste, storage of bulky waste and any chute systems or waste compactors. The waste and recycling strategy shall be implemented as approved, unless otherwise agreed in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved details, made available for use prior to the first occupation of the development, and managed and operated in accordance with the approved strategy in perpetuity.

Reason: To ensure adequate refuse storage is provided on site and can be readily collected, in accordance with Policy CS14 of the Barnet Local Plan (2012) and Policy 5.15 of the London Plan (2016).

DETAILED DESIGN, MATERIALS AND LANDSCAPING

Condition 21 - Solar glare

Prior to the superstructure works commencing for a phase of development, a scheme to control and limit the effects of solar glare from affecting motorists using the M1 and A1 shall be submitted to and approved in writing by the Local Planning Authority for that phase, in consultation with Highways England and TfL. The scheme shall set out how the design and specification of the external facing materials of the proposed buildings will control and limit the effects of solar glare, glint or dazzle from affecting motorists using the M1 and A1, for example, through the selection and specification of glazing, panels and cladding materials and other necessary measures to reduce solar reflection and provide necessary modelling. The buildings shall be constructed and completed in accordance with the approved details.

Reason: To ensure the safe operation of the M1 motorway which is part of the Strategic Road Network (SRN) and A1 Watford Way (TLRN) and avoid motorists being distracted by any glint or glare arising from solar reflection from building facades adjacent to the M1, in accordance with Policies CS9 and DM17 of the Barnet Local Plan (2012) and Policies 6.1 and 6.3 of the London Plan (2016).

Condition 22 - Detailed elevations, materials, balconies, winter gardens and privacy screens

Prior to the superstructure works commencing on the relevant phase, annotated drawings/bay studies for each building elevation at a scale of 1:50 shall be submitted to and approved in writing by the Local Planning Authority for that phase. These details shall be in accordance with details approved under condition x – ‘solar glare’ and include the following:

- a) materials to be used on all external surfaces of the proposed buildings - including details of the proposed brickwork, stone, metal cladding panels, specifying varied colours or tones (including samples of materials, where appropriate which shall be provided for inspection on site by the LPA as required).
- b) materials details for any other external features of the building, including render, finishes, louvres, external window or door frames, balcony balustrades, bases, underlays and supporting structures, commercial frontages and facias (including samples of materials, where appropriate which shall be provided for inspection on site by the LPA as required).

- c) windows and winter gardens, including:
 - I. glazing specifications
 - II. depth of window reveals
- d) privacy screens serving private amenity spaces.
- e) acoustic panels and means of enclosure serving rooftop level communal amenity spaces.
- f) colonnades and soffits – including depths and material details.

The approved details shall be completed prior to occupation of the relevant phase of the development and shall thereafter be permanently retained.

This condition can be discharged on a phase by phase basis.

Reason: To ensure the development is completed in line with the architectural and materials approach set out in the applicant’s submitted Design and Access Statement (2019) and to ensure the scheme achieves good design in the interests of future occupants of the scheme and the character and appearance of the area, in accordance with Policies CS5, DM01, DM05 of the Barnet Local Plan (2012) and Policies 7.4, 7.6, and 7.7 of the London Plan (2016)

Condition 23 – Roof level structures

Prior to superstructure work commencing for each phase of development, details of any roof level structures shall be submitted to and approved in writing by the Local Planning Authority for that phase. This shall include details of roof level plant, water tanks, ventilation/extraction equipment, flues, television reception equipment, solar photovoltaic panels, any other built structure.

The details shall include a justification for the height and size of the roof level structures, their location, height above parapet level, specifications and associated enclosures, screening devices and cladding.

The development shall be carried out in accordance with the approved details and no roof level structures shall be installed other than those approved.

This condition can be discharged on a phase by phase basis.

Reason: In the interests of good design and also to ensure that the Local Planning Authority is satisfied that any roof-level structures do not have a harmful impact on the character and appearance of the area, in accordance with Policies CS05 and DM05 of the Barnet Local Plan (2012) and Policies 3.5, 7.4, 7.6 and 7.8 of the London Plan (2016).

Condition 24 - Landscaping, public realm, play space and boundary treatments

Prior to superstructure work commencing for each phase of development, a detailed landscaping and public realm scheme shall be submitted to and approved in writing by the Local Planning Authority for that phase. This shall include the following:

- a) an annotated plan showing the layout and extent and type of hard and soft landscaping within the relevant phase.
- b) details of hard landscaping, including specifications and materials for ground level surfaces, steps, edges, ridges (including samples, where appropriate).
- c) proposed tree species, plant sizing, proposed rooting/soil volume for trees, means of planting (staking and tying of trees, including tree guards), and maintenance schedule for regular pruning, watering and fertilizer use.

- d) details of other soft landscaping and planting, including any grassed/turfed areas, shrubs, herbaceous planting areas and green walls.
- e) enclosures and boundary treatments - including the type, dimension and treatments of any walls, fences, gates, railings and hedges (and details of any temporary boundaries or means of enclosure).
- f) children's play and informal recreation features and equipment.
- g) street furniture - including the location, type, dimensions and materials of seating, lighting, wayfinding signage and public art.
- h) a statement setting out how the proposed landscaping fits in with the overarching site wide landscape strategy set out in Section 6 of the applicant's Design and Access Statement (2019).

The approved details shall be completed prior to first occupation of the relevant phase of the development and shall thereafter be permanently retained.

Reason: In the interests of good design and to promote urban greening, biodiversity, sustainable urban drainage and to ensure acceptable residential amenity, privacy and play space provision, in accordance with Barnet Local Plan Policy Policies 3.5, 3.6, 5.10, 5.13 and 7.5 of the London Plan (2016).

Condition 25 - Environmental barrier alongside the M1 motorway

Prior to any superstructure work commencing, details of the environmental barrier alongside the M1 motorway, including the materials used, shall be submitted to and approved in writing by the local planning authority in consultation with Highways England. The environmental barrier shall be constructed in accordance with the approved details prior to occupation of any residential units.

Reason: To ensure that the environmental barrier that is constructed is appropriate for the location and to ensure ease of future maintenance by Highways England.

Condition 26 - Works to existing trees during the construction of site accesses on Bunns Lane

There shall be no development within the existing tree belt adjacent to Bunns Lane until a more detailed arboricultural methods statement is submitted to and approved in writing by the Local Planning Authority covering the existing tree belt adjacent to Bunns Lane. This shall identify:

- a) the trees which are to be removed and retained within this tree belt to facilitate the proposed new accesses;
- b) the measures which shall be taken to protect the remaining tree belt to ensure these trees are not damaged during the works; and
- c) the timing of the proposed works

The development shall then be carried out in accordance with the approved measures.

Reason: To ensure the provision of two new accesses on Bunns Lane, which involve works to existing tree belt, are undertaken in accordance with submitted ecological appraisal and Arboricultural Method Statement (2019) in the interests of biodiversity and promoting urban greening and in order to protect the residential amenity of adjacent residential properties, in accordance with Barnet Local Plan (2012) Policy DM01 and Policies 7.21, 7.19 and 5.10 of the London Plan (2016).

Condition 27 – Communal roof top gardens and green/brown roofs

Prior to any superstructure works commencing for each phase of development, a landscaping scheme for the design of communal roof top gardens within that phase shall be submitted to and approved in writing by the Local Planning Authority. This shall include the following:

- a) a plan showing the extent of communal amenity areas and areas of the roof which have restricted access for residents;
- b) means of access and egress for residents;
- c) acoustic screening devices and other means of enclosure serving communal outdoor amenity spaces (including dimensions and materials);
- d) details of hard and soft landscaping within accessible areas, including beds, lawns, herbaceous planting areas, shrubs and, where appropriate, trees
- e) details of inaccessible areas of green/brown roof and proposed planting species/seed mix and substrate base depth.

The approved details shall be completed prior to occupation of the relevant phase of the development and shall be permanently retained thereafter.

The scheme shall demonstrate that the proposed roof gardens in any phase are not expected to exceed UK air quality objective limits for levels of NO₂ concentration (40 µg/m³).

Reason: In the interests of good design and the amenity of future residents and in order to promote urban greening and biodiversity, in accordance with Policies 3.5, 3.6, 5.10, 5.13, 7.5 and 7.15 of the London Plan (2016).

Condition 28 – Horticultural management plan

Prior to the implementation of the landscaping scheme of each phase of the development, a horticultural management plan shall be submitted to and approved in writing by the Local Planning Authority for that phase. The plan for each phase of the development shall set out how the planting will be managed for a minimum of five years to ensure full and successful establishment of plants and trees. The plans shall identify all areas that will be under communal management and clearly specify that properly qualified horticulturists will be contracted to manage the site. The planting shall be thereafter managed in accordance with the approved management plan.

Reason: In order to ensure the long term successful establishment of the planting in the interests of ecology and visual amenity and in accordance with Policies 7.18, 7.5 and 5.10 of the London Plan (2016).

Condition 29 – Replacement trees

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

Reason: To ensure a satisfactory appearance to the development and protect the amenities of the area and neighbouring occupiers in accordance with policy DM01 of the Barnet Local Plan and policy 7.21 of the London Plan.

Condition 30 - Lighting strategy

Prior to superstructure work commencing on each phase of the development, a detailed lighting strategy for that phase shall be submitted to and approved in writing by the Local Planning Authority. The lighting strategy shall:

- a) include details of the location, height and specification of external lights and fixtures, including the proposed installation angle of lightings fittings (which shall be selected to achieve a zero upward light ratio, in line with the applicant's Visibility and Light Pollution Study, 2019).
- b) outline the mitigation measures to minimise light spillage and glare in line the Visibility and Light Pollution Study (2019) and industry best practice ('Institution of Lighting Professionals - Guidance Notes for the Reduction of Obtrusive Light GN01:2011') and ensure light is distributed so as to minimise light spillage, glare, or sky glow from affecting the surrounding residential properties and nearby UCL observatory.

The approved details shall be completed prior to occupation of the relevant phase of the development and shall thereafter be permanently retained.

Reason: In the interests of visual amenity, community safety and to prevent light pollution and adverse impacts affecting the amenity of adjacent residential properties or the nearby UCL Observatory, in line with the applicant's Visibility and Light Pollution Study (2019), and in accordance with Policy DM01 of the Barnet Local Plan (2012), Policies 7.3, 7.5, 7.6 of the London Plan (2016) and the Pentavia Retail Park Planning Brief (2016).

Condition 31 - Fire Safety

Prior to superstructure work commencing on each phase of the development, a Fire Statement, by the London Fire Brigade or an approved specialist fire inspector shall be submitted to and approved in writing by the Local Planning Authority. The statement should detail how the development proposal will function in terms of:

- 1) The building's construction: methods, products and materials used;
- 2) The means of escape for all building users: stair cores, escape for building users who are disabled or require level access, and the associated management plan approach;
- 3) Access for fire service personnel and equipment: how this will be achieved in an evacuation situation, water supplies, provision and positioning of equipment, firefighting lifts, stairs and lobbies, any fire suppression and smoke ventilation systems proposed, and the ongoing maintenance and monitoring of these; and
- 4) How provision will be made within the site to enable fire appliances to gain access to the building.

The approved details shall be completed prior to occupation of the relevant phase of the development and shall thereafter be permanently retained.

Reason: To ensure that development achieves the highest standards of fire safety, reducing risk to life, minimising the risk of fire spread, and providing suitable and convenient means of escape which all building users can have confidence in, in line with Draft London Plan Policy D11.

Condition 32 - Ground floor glazing

The window glass of any ground floor units in commercial, community or ancillary residential use hereby approved shall be visually permeable and shall not be mirrored, tinted or obscured by advertisements or high security roller shutters.

Reason: To ensure a satisfactory external appearance and avoid dead frontages, in the interest of designing out crime and anti-social behavior and in accordance with Policy DM01 of the Barnet Local Plan (2012), Policy 7.3 of the London Plan (2016) and the Housing SPG (2016).

Condition 33 - Accessible and adaptable dwellings

A minimum of 10% of all dwellings shall be built to comply with requirement M4(3) wheelchair user dwellings contained within Part M volume 1 of the Building Regulations, as identified on the plans approved under condition 2. All other dwellings shall be built to requirement M4(2) accessible and adaptable dwellings contained within Part M volume 1 of the Building Regulations. Prior to superstructure work commencing on each phase of the development, plans demonstrating which of the units will achieve these standards should be submitted to and approved in writing by the Local Planning Authority. None of the specified units shall be occupied until Building Regulations approval has been issued certifying that these criteria have been achieved in respect of those units.

Reason: To promote housing choice for disabled and elderly households and ensure a socially inclusive and sustainable development, in accordance with Policies CS4, DM02 of the Barnet Local Plan (2012) and Policies 3.8, 7.2 of the London Plan (2016).

NON-RESIDENTIAL LAND USES

Condition 34 - Maximum floorspace in Class A1 retail use

The total amount of Class A1 retail floor space permitted on site shall not exceed 500 sq.m.

Reason: To ensure that the total quantum of retail uses provided are in accordance with the application hereby permitted and supports the town centre first policy set out in Barnet Local Plan (2012) Policies CS6, DM11 and London Plan (2016) Policies 2.15, 4.7 and the Pentavia Retail Park Development Planning Brief (2016).

Condition 35 - Maximum floorspace in Class A3/A3 restaurant/cafe/drinking establishment use

The total amount of Class A3/A3 restaurant/cafe/drinking establishment use shall not exceed 500 sq.m.

Reason: To ensure that the total quantum of restaurant/cafe/drinking establishment use is in accordance with the application hereby permitted and supports the town centre first policy set out in Barnet Local Plan (2012) Policies CS6, DM11 and London Plan (2016) Policies 2.15, 4.7 and the Pentavia Retail Park Development Planning Brief (2016).

Condition 36 - Minimum floorspace in Class D1 community use

The total amount of floorspace in Class D1 community use shall not be less than 150 sq.m.

Reason: To ensure that the proposed community uses are provided in accordance with the application hereby permitted to support the social infrastructure needs generated by the development, in accordance with Barnet Local Plan (2012) Policy DM13 and London Plan (2016) Policy 3.16 and the Pentavia Retail Park Development Planning Brief (2016).

Condition 37 - opening hours

The ground floor level Class A1 and A3/A4 premises, as shown on the approved drawings, shall not be open to customers other than between the hours of 0700 and 2300 Mondays to Saturdays, and 0800 to 2200 Sundays and at no other times, unless otherwise approved, in writing, by the Local Planning Authority.

Reason: To safeguard the amenities of neighbouring residents and future residents of the development, in accordance with Barnet Local Plan (2012) Policies DM01 and DM04 and London Plan Policy 7.15.

TRANSPORT

Condition 38 – Car Parking Management Plan

Prior to the superstructure work for a phase of the development commencing, a Car Parking Management Plan shall be submitted to and approved in writing by the Local Planning Authority for that phase, and must include at least the following details:

- a) arrangements for the allocation and management of parking spaces including disabled parking bays serving the residential development.
- b) the provision of Electric Vehicle Charging Points (EVCP) including both active and passive provision
- c) the safety and security measures to be incorporated to ensure the safety of car/cycle parking areas, including details of any gradients, ramps and traffic calming/management measures.
- d) Full details of vehicle ingress and egress to the lower ground floor car park, including how vehicle access points shall be controlled and managed, and how vehicle through-access to the podium level courtyard will be restricted/managed.
- e) Phasing of the of parking provision as the scheme is constructed, including details of any interim arrangements proposed during the construction and building out of the scheme.

Thereafter, the development shall be constructed in accordance with the approved Car Parking Management Plan

Reason: To ensure inclusive, safe and adequate parking is provided and retained in conjunction with the development in the interests of the general amenities of the locality, the flow of traffic and conditions of pedestrian and general highway safety within the site and on neighbouring highways, a sustainable development and where appropriate constrain local highway impact in accordance with policies 6.3, 6.9 and 6.13 of the London Plan and Policy CS9 and DM17 of the Barnet Local Plan (2012).

Condition 39 - Cycle Parking Provision

Prior to the superstructure works commencing for a phase of the development, full details of the cycle parking facilities shall be submitted to and approved in writing by the Local Planning Authority for that phase. Provision shall be made for a minimum of 1,400 spaces across all phases.

The submitted details shall include details of the layout of the spaces and specification for cycle stands together with details of cyclists' storage and shower provision for the non-residential uses

Thereafter, the development shall be constructed in accordance with the approved Car Parking Management Plan.

Reason: To promote sustainable travel and to ensure compliance with Policy 6.9 of the London Plan (2016) and London Cycling Design Standards and Policy CS9 of the Barnet Local Plan (2012).

Condition 40 - Highways design

Prior to the superstructure works commencing for a phase of the development, details of the layout and design of any road, footway or cycleway, shall be submitted to and approved in writing by the Local Planning Authority for that phase, in consultation with TfL. The submitted details shall show (where relevant) the alignment, widths, gradients, surfacing arrangements, kerbs, forward visibility sight lines and vision splays, speed restraint measures, turning heads, emergency vehicle and service vehicle access and gradients in respect of the relevant part of the development. Each phase of the development shall then be constructed in accordance with the approved details.

Reason: To ensure that the detailed design provides sufficient vehicle manoeuvring in the interest of public safety and to ensure that the detailed design of the roads, footways, pedestrian routes and public squares would avoid vehicle/pedestrian conflict in accordance with Policies CS9 and DM17 of the Barnet Local Plan (2012) and Policies 6.9, 6.10, 6.11 and 6.13 of the London Plan (2016).

Condition 41 - Highways design (vulnerable road users)

Prior to first occupation of each phase of the development hereby permitted, a scheme shall be submitted to and approved in writing by the local planning authority for that phase which demonstrates how the risk of collisions between vehicles and vulnerable road users, including cyclists and the visually impaired within the site will be averted in the detailed design and management of footway, paths, cycleway and carriageways and other areas of public realm within the site. Each phase of the development shall then be constructed in accordance with the approved details.

Reason: To ensure the safe and inclusive access to and from the site by vulnerable road users and to avoid road danger, in accordance with Barnet Local Plan (2012) Policy DM17 and London Plan Policies 6.9, 6.10 and 7.2.

Condition 42 - Delivery and servicing plan

Prior to occupation of a phase of the development, a delivery and servicing plan (DSP) shall be submitted to and approved in writing by the Local Planning Authority for that phase. The DSP shall cover both residential and non-residential land uses and include the following items:

- a) Deliveries and collections (both commercial and residential);
- b) Servicing trips (including maintenance);
- c) Details for management and receipt of deliveries for the residential properties;
- d) Cleaning and waste removal, including arrangements for refuse collection; and
- e) Monitoring and review of operations.

The DSP shall be implemented once any part of the development is occupied and shall remain in place unless otherwise agreed in writing.

Reason: To ensure that the impacts of delivery and servicing on the local highway network and general amenity of the area are satisfactorily mitigated in accordance with London Plan Policy 6.3, 6.14 and Barnet Local Plan (2012) Policy DM17.

ENERGY

Condition 43 – Submission of a revised final energy strategy

No development shall commence (except for demolition and groundworks) within a phase of the development hereby permitted until a revised final energy strategy is submitted to and approved in writing by the Local Planning Authority, in consultation with the GLA's Energy team.

The final energy strategy shall set out a detailed energy strategy for the site. This shall be prepared in accordance with GLA guidance (October 2018) and set out details of the final proposed measures in relation to energy efficiency, decentralised energy and renewable energy technologies, in line with the London Plan hierarchy. The energy strategy shall set out the performance of the final scheme in terms of overall carbon dioxide emissions savings against both SAP 2010 and SAP 2012 worksheets and the level of carbon off-set payment to be required via Section 106 agreement.

The energy strategy shall confirm the location of the energy centre and set out its timescale for delivery to ensure it is operational to serve the first phase of development, unless otherwise agreed in writing with the Local Planning Authority.

Prior to occupation of each phase of the application hereby approved, evidence (e.g. photographs, copies of installation contracts and as-built worksheets prepared under SAP or the National Calculation Method) should be submitted to the Local Planning Authority and approved in writing to demonstrate that the development has been carried out in accordance with the approved Energy Strategy unless otherwise agreed by the Local Planning Authority in writing.

Reason: In the interests of sustainable development and in accordance with London Plan (2016) Policies 5.2-5.7, and Barnet Local Plan (2012) Policy DM04 and to ensure that proposals set out in the applicant's Energy Statement Addendum (2019) report are subject to further assessment and carried through to completion in the development, with an updated/revised carbon off-set payment re-calculated where necessary.

Condition 44 - Compliance with energy strategy

The development shall be built in accordance with the Energy Strategy approved by the Local Planning Authority, demonstrating how the development will follow the hierarchy of energy efficiency, decentralised energy and renewable energy technologies to secure a minimum 35% reduction in CO2 emissions below the maximum threshold set in Building Regulations Part L 2013.

Prior to occupation of a phase of development, evidence (e.g. photographs, copies of installation contracts and as-built worksheets prepared under SAP or the National Calculation Method) should be submitted to the Local Planning Authority and approved in writing to demonstrate that the phase of development has been carried out in accordance with the approved Energy Strategy unless otherwise agreed by the Local Planning Authority in writing.

Reason: In the interests of sustainable development and in accordance with London Plan Policies 5.2-5.7, and Barnet Local Plan (2012) Policy DM04.

Condition 45 - Sustainability standards for non-residential uses

The development shall achieve an 'Excellent' rating under BREEAM UK New Construction 2014 (or such equivalent standard that replaces this) for the Shell/Shell and Core stage and an 'Excellent' rating under BREEAM Refurbishment and Fit-out 2014.

- a) Within 6 months of work starting on a phase of development, unless otherwise agreed in writing, a BREEAM UK New Construction 2014 (or such equivalent standard that replaces this) Shell and Core Interim (Design Stage) Certificate, issued by the Building Research Establishment (BRE), must be submitted, by the developer, and approved in writing by the Local Planning Authority to show that a minimum 'Excellent' rating will be achieved for that phase.
- b) Within 3 months of first occupation of the non-residential building within a phase of development, unless otherwise agreed in writing, a BREEAM UK New Construction 2014 (or such equivalent standard that replaces this) Shell and Core Final (Post-Construction) Certificate, issued by the BRE, must be submitted, by the developer, and approved in writing by the Local Planning Authority to demonstrate that an 'Excellent' rating has been achieved. All the measures integrated shall be retained for as long as the development is in existence.
- c) Prior to commencement of the fit-out of the non-residential building within a phase of development, unless otherwise agreed in writing, a BREEAM Refurbishment and Fit-out 2014 Parts 3 and 4 Interim (Design Stage) Certificate, issued by the Building Research Establishment (BRE), must be submitted, by the fit-out contractor, and approved in writing by the Local Planning Authority to show that a minimum 'Excellent' rating will be achieved.
- d) Within 3 months of first occupation of a non-residential building within a phase of development, unless otherwise agreed in writing, a BREEAM Refurbishment and Fit-out 2014 Parts 3 and 4 Final (Post-Construction) Certificate, issued by the BRE, must be submitted, by the fit-out contractor, and approved in writing by the Local Planning Authority to demonstrate that an 'Excellent' rating has been achieved. All the measures integrated shall be retained for as long as the development is in existence.

Reason: In the interests of sustainable development and in accordance with London Plan Policies 5.2-5.7

Relevant definitions

Superstructure: Superstructure works are defined as that part of the building above its foundations.