



APPENDIX 2.4

**EIA SCOPING OPINION
(JULY 2016)**

TOWN AND COUNTRY PLANNING ENGLAND

**THE TOWN AND COUNTRY PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) (AS AMENDMENT)
REGULATIONS 2015**

TOWN AND COUNTRY PLANNING ENGLAND

THE TOWN AND COUNTRY PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2011

**FORMAL SCOPING OPINION UNDER REGULATION 13 OF THE TOWN AND COUNTRY PLANNING (ENVIRONMENTAL
IMPACT ASSESSMENT) (ENGLAND AND WALES) REGULATIONS 2011**

FOREWORD

This Scoping Opinion has been prepared by the London Borough of Barnet, following a request from Quod for a formal Opinion in respect of information to be contained in an Environmental Impact Assessment, which is required to be submitted in support of a planning application for the redevelopment of the former retail park at Pentavia Retail Park, Mill Hill, Watford Way, London.

This Scoping Opinion has been prepared by the London Borough of Barnet as Local Planning Authority with all reasonable skill, care and diligence.

It is based on the information provided to London Borough of Barnet on behalf of the Applicant by Quod and the comments and opinions resulting from consultation with them and consultees prior to adopting this opinion.

This opinion is made freely available to members of the public. London Borough of Barnet accepts no responsibility whatsoever for comments made by third parties whom this opinion refers.

The fact that London Borough of Barnet has given this opinion shall not preclude them from subsequently requiring the Applicant to submit further information in connection with any submitted development application to the Council.

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SECTION 1: INTRODUCTION

1.1 Legislative Context

The Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2011 and the Town and Country Planning (Environmental Impact Assessment) (as amended) Regulations 2015 (hereafter referred to as 'the EIA Regulations') requires that for certain planning applications, an Environmental Impact Assessment (EIA) must be undertaken.

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

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

Schedule 1 of the EIA Regulations lists developments that always require an EIA, and Schedule 2 lists development that may require an EIA if they exceed the thresholds set out in Schedule 2 and are considered that they could give rise to significant environmental effects by virtue of factors such as its nature, size or location.

The proposals associated to this current development do not fall within the descriptions of development set out in Schedule 1; however, they do exceed the thresholds contained within Schedule 2.

Schedule 3 of the EIA Regulations sets out the screening criteria in relation to Schedule 2 developments; drawing attention to the character and complexity of effects resulting from the scheme, as well as a range of issues relating to the sensitivity of sites.

The Proposed Development is considered to be an EIA development as it falls within the description and thresholds in Schedule 2 10(b) of the EIA Regulations (as amended) as an 'urban development project' which has the potential to have significant effects on the environment.

The Applicant has also determined that the development will constitute 'EIA development' as it falls within the description and thresholds in Schedule 2 of the EIA Regulations, and that the scale of the development proposals could give rise to significant effects on the environment.

Where a proposed development is determined to be an 'EIA development' the Applicant can ask the relevant planning authority for advice on the scope of the EIA (an EIA Scoping Opinion).

An EIA Scoping Report; reference Q60326, was submitted to the London Borough of Barnet (LBB) as the 'relevant planning authority' by Quod on behalf of Meadow Mill Hill Limited (the Applicant) on 8th April 2016. The Report requested an EIA Scoping Opinion (under Section 13 of the EIA Regulations) for a proposed development at Pentavia Retail Park, Mill Hill, London.

1.2 Background to Scoping

Section 13 of the EIA Regulations allows applicants to request from the local planning authority a written statement, ascertaining their opinion as to the scope of information to be provided in the ES. Whilst not a statutory requirement of the EIA process, requesting a Scoping Opinion clarifies the content and methodology of the EIA between the local planning authority and the applicant.

An EIA Scoping Opinion is the relevant planning authority's formal view on what should be included in the EIA.

The EIA Scoping process should aim to identify only those issues which have the potential to lead to significant effects, not an assessment of every single possible effect.

1.3 LBB's EIA Scoping Opinion

This EIA Scoping Opinion outlines the Council's opinion on the proposed scope of the EIA, and identifies any suggested amendments and/or concerns.

This Scoping Opinion has been informed by the information provided in the EIA Scoping Report, consultee responses and meetings held with the Applicant.

The issuing of this EIA Scoping Opinion does not prevent the planning authority from requesting further information at a later stage under Schedule 22 of the EIA regulations.

No indication of the likely success of an application for planning permission for the proposed development is given or implied in the expression of this EIA Scoping Opinion.

Outline or detailed planning permission may require multi-stage consent, and therefore, should permission be granted, the Council would need to consider whether EIA Screening would be required at later stages of the planning process e.g. reserved matters and/or the discharge of conditions.

The requirements for screening for EIA for such subsequent applications are set out in Schedule 8 and 9.

It will also be good practice for the Council to minimise the possibility that further environmental information is required at a later stage and the principal permission pursuant to the planning approval will need to be subject to conditions or other parameters (such as a section 106 agreement) which 'tie' the scheme to what has been assessed.

The LBB acknowledges that EIA Screening would only be required where proposed development would be likely to have significant environmental effects which were not anticipated when any initial planning permission was granted.

1.4 Consultation

The EIA Regulations require that the LBB consults various consultation bodies, prior to issuing an EIA Scoping Opinion. Consultees include any adjoining planning authorities, the Environment Agency, the Greater London Authority (GLA), Transport for London (TfL), Natural England, English Heritage, and other bodies designated by statutory provision as having specific environmental responsibilities and which the planning authority considers are likely to have an interest in the application.

Discussions and meetings have been held with the applicant and agent with regard to the content of the future planning application submission and the ES for the Proposed Development. An agreed approach has been established informally through discussions and the Scoping Report. During the scoping process, formal consultation has been undertaken with the relevant statutory agencies and authorities and other relevant parties seen to have an interest in the future planning of the site.

All external and internal consultees contacted by LBB during the EIA Scoping process are listed at **Appendix 1**. A summary of the comments received from external consultees are provided in full at **Appendix 2**. The responses to the London Borough of Barnet internal departments are provided in full within **Appendix 3**. It should be noted that all comments provided have been based on the original description of the proposed development; various details submitted and site area.

The Applicant is strongly recommended to further consult with statutory and non-statutory consultees and third parties as appropriate throughout the EIA process and as the proposed development evolves.

SECTION 2: DETAIL OF THE PROPOSED DEVELOPMENT

2.1 Background and Character of the Site:

The site itself can be described as a 'box' development as it currently consists of large single storey buildings, exhibiting a coarse grain of built form, without an overarching urban structure. The buildings in retail use lie on the northern part of the site. These buildings are attached and have a collective floor space area of 8200m². They are warehouse-like in appearance, with flat roofs constructed from large span, steel portal frame construction, clad in metal panels.

The TGI Friday building lies on the southern part of the site and has a significantly smaller footprint of 680sqm. This is a single storey brick structure with a pitched roof and is still in use. The two separate uses currently on the site are very different in appearance from each other and the surrounding residential uses. All existing buildings are considered to be of poor architectural quality and do not contribute to the character and appearance of Mill Hill.

The land is somewhat elevated above the surrounding area and had until recently been occupied by Homebase, Comet and Argos Extra (Use Class A1) as well as a TGI Friday restaurant (Use Class A3). However, Comet went into insolvency in 2013 and vacated the site, whilst Argos vacated the site on 24 March 2015, following this Homebase ceased to trade from the site on 24 April 2015. Since September 2015 the site has been temporarily occupied by Kosher Outlet Discount Store which is supplied by the Synagogue Federation. The TGI Friday restaurant is still open and trading.

The existing boundary treatment for the site consists of a 1 metre high wire and timber fence on the eastern boundary and a 1.8 metre high timber board fence at the western boundary.

2.2 Site Location:

The former Pentavia Retail Park lies in the Mill Hill ward, located in the north west area of the London Borough of Barnet as shown on the plan attached at **Appendix 4**.

The site covers approximately 3.2 hectares, which provides for an out-of-town retail park and associated parking spaces, comprising 1710 m² of A1-A3 floorspace. The buildings, which are still in retail use, lie towards the northern end of the site.

The remaining area of the site consists of large areas of hardstanding, measuring approximately 13,700 m² in footprint, with some limited soft landscaping integrated between car parking spaces.

The application site does not lie in a conservation area and there are no listed buildings on site.

2.3 Development Description:

The proposed development is described in the Scoping Report (Q60326), but briefly comprises a detailed planning application for a mixed use development.

The proposal for the mixed use development is to comprise primarily residential uses with a level of commercial activities, some of which will be ancillary to the main residential element.

Discussions and meetings have taken place between the council and the developers over recent months to establish a basis for the development format and philosophy for the scheme design.

Details of the scheme design have been largely developed, but for the purpose of the EIA Scoping Report the following matters were provided as broad development principles comprising a fully detailed planning application for:

- Up to 750 residential units (ca. 75,000 m²)
- 3,000 m² floorspace of commercial use;
- 11,000m² of external amenity space;
- 500 car parking spaces and 1,400 bicycle spaces.

It has been clear however that an EIA would be required for the scheme, as such it has been suggested that certain aspects of the development would need to be addressed by the EIA and the developers have decided to ask for a Scoping Opinion under Part 4: Schedule 13 of the above Regulations to establish those areas of concern rather than seek an initial screening opinion under Part 2: Schedule 4.

2.4 Relevant Planning History for the Site:

Pentavia Retail Park has had a number of previous planning submissions for development on the site, these have comprised mainly retail uses in various formats and replacement buildings, the details of these approvals are contained within **Appendix 5**.

SECTION 3: REVIEW OF THE EIA

3.1 Schedule 2: Assessment

Reference is made to the request for a Scoping Opinion under Schedule 2 of the EIA Regulations which describes developments and applicable thresholds and criteria for the purposes of the definition of "Schedule 2 Development", as such Schedule 2 - Table: Part 10 – Infrastructure Projects specifies (as amended):

Description of development	Applicable thresholds
10. Infrastructure Projects	
(b) Urban development projects, including the construction of shopping centres and car parks, sports stadiums, leisure centres and multiplex cinemas.	(i) The development includes more than 1 hectare of urban development which is not dwellinghouse development; or (ii) the development includes more than 150 dwellings; or (iii) the overall area of the development exceeds 5 hectares.

Having regard to the above the proposal exceeds the threshold for the number of dwellings, it is therefore clear that the development of the site constitutes Schedule 2 Development and as such requires an Environmental Impact Assessment (EIA).

In this regard Part 4, Schedule 13 (6) states that the Regulations require the Local Authority to take into account a number of matters with an EIA and that a Scoping Opinion is provided by the Council to help focus the EIA content and methodology.

As such, paragraph 6 states:

- (6) Before adopting a Scoping opinion the Authority shall take into account –
- (a) the specific characteristics of the particular development;
 - (b) the specific characteristics of development of the type concerned; and
 - (c) the environmental features likely to be affected by the development.

In the light of the above, the scoping request submitted by Quod refers to the following matters:

- **Introduction**
 - Background and Purpose of this report
 - Site Location
 - Description of Surrounding Land Uses
 - Description of the Development
 - Planning Policy Context

- **Scope and General Approach to EIA**
 - Scope of the Environmental Impact Assessment
 - The Environmental Statement
 - EIA Methodology
 - Alternatives
 - Description of the Development
 - Demolition, Construction and Programme

- **Topics Scoped into the EIA**
 - Introduction
 - Transport and Access
 - Noise and Vibration
 - Air Quality
 - Ground Conditions
 - Water Resources and Flood Risk
 - Wind Microclimate
 - Socio-economics
 - Townscape and Visual Assessment
 - Daylight, Sunlight, Overshadowing, Solar Glare and Light Pollution
 - Cumulative Effects

- **Topics Scoped out of the EIA**
 - Introduction
 - Archaeology
 - Built Heritage
 - Ecology
 - Waste

3.2 Proposed Structure of the Environmental Statement

The Council have taken cognisance of the information submitted to support the request for a Scoping Opinion and comment is provided below on the submissions and intended methodology.

SECTION 4: MATTERS TO BE 'SCOPED IN' TO THE EIA

A preliminary assessment of the scoping report has established that the following issues need to be 'Scoped in' to the EIA for consideration:

4.1 Transport and Infrastructure

At present there is only one vehicle entrance to the site from the A1 Watford Way. As the A1 is a dual carriage way, this entrance is one way in, one way out and north bound only. In order for vehicles leaving the site to go in a southerly direction, they will have to make a right turn at the junction with Mill Hill Broadway. This access arrangement presents a significant obstacle to the redevelopment of the site.

There is currently a pedestrian bridge to the south of the site which crosses the M1 and therefore connects the site to Barnet College. This pedestrian bridge has step and ramp access. There is a set of stairs to the north of the site which links A1 Watford Way to Bunns Lane.

The scoping report acknowledges that the site is bounded by the A1 Watford Way to the east and the M1 to the west and that the current access is from the northbound carriageway of the A1. The Report describes the potential effects during the construction and operation of the development as changes including changes in traffic flow, public transport services and patronage, the number of pedestrian and cycle trips and accident risk and highway safety.

This EIA Scoping and Screening Assessment has been reviewed by the Highways department. They provided the following responses:

3.2.4 / 3.2.5 Existing access for the site is noted to include steps and a footbridge. Access for the disabled to and from the site is a key consideration for the London Borough of Barnet, and step free access must be provided where ever feasible.

3.2.14 Inclusion of 'agreement on tolls' within the proposed scope of the Transport Assessment and Framework Travel Plan requires clarification.

3.2.15 Three ATCs are noted within the proposed surveys, being located on Bunns Lane and the northbound and southbound carriageways of the A1. The Robert West email of the 26th May, providing further details of the surveys, did not identify the two ATCs on the A1. This potential requirement needs to be confirmed with TfL.

3.2.17 Junction capacity assessment is associated with any new access junction. Assessment will also be required at existing junctions within the area.

A separate Transport Scoping Report has been submitted to the Local Authority's Highways Officer. Both the Local Authority and applicant's highways officers have been in communication regarding this Scoping Report (see emails dated 24/06/2016, 27/06/2016 and 11/07/2016 attached at **Appendix 6**) and amendments are continuing to be made.

The outcome from these discussions will need to form part of the fuller EIA assessment for Transport and Infrastructure.

4.2 Topography and Ground Conditions

There are significant level changes between the site and neighbouring residential areas, although the extent of this level change has not as yet been established.

A Ground Investigation Report (GIR) was undertaken by Listers Geotechnical Consultants in 2015 for a different, unrelated development on the site. This incorporated a desk based assessment; a site walkover and a ground investigation. This survey was expanded to ensure the scope covered the whole site.

The details provided in the EIA Report were assessed by the Environment Agency. They provided the following response:

The proposed development site is located on a historic landfill site and appears to have been the subject to a past activity which poses a high risk of pollution to controlled waters. We are however unable to provide detailed site-specific advice relating to land contamination issues at this site and recommend that you consult with your Environmental Health / Environmental Protection Department for further advice. Where necessary we would advise that you seek appropriate planning conditions to manage both the risks to human health and controlled waters from contamination at the site. This approach is supported by Paragraph 109 of the National Planning Policy Framework.

We recommend that developers should:

- *Follow the risk management framework provided in CLR11, Model Procedures for the Management of Land Contamination, when dealing with land affected by contamination.*
- *Refer to the Environment Agency Guiding principles for land contamination for the type of information that is required in order to assess risks to controlled waters from the site. The Local Authority can advise on risk to other receptors, such as human health.*
- *Refer to the contaminated land pages on GOV.UK for more information.*

- *Developers should ensure that all contaminated materials are adequately characterised both chemically and physically, and that the permitting status of any proposed on site operations are clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays.*
- *The Environment Agency recommends that developers should refer to: - the Definition of Waste: Development Industry Code of Practice on the CLAIRE website and; - The Environmental regulations page on GOV.UK.*
- *Contaminated soil that is, or must be, disposed of is waste. Therefore, its handling, transport, treatment and disposal are subject to waste management legislation, which includes:*
- *- Duty of Care Regulations 1991 - Hazardous Waste (England and Wales) Regulations 2005 - Environmental Permitting (England and Wales) Regulations 2010 - The Waste (England and Wales) Regulations 2011*
- *Developers should ensure that all contaminated materials are adequately characterised both chemically and physically in line with British Standard BS EN 14899:2005 'Characterization of Waste - Sampling of Waste Materials - Framework for the Preparation and Application of a Sampling Plan' and that the permitting status of any proposed treatment or disposal activity is clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays. 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 developer will need to register with us as a hazardous waste producer.*

In the light of the above it is clear that the potential effects resulting from demolition and construction activities can include the release of deleterious material, which can cause disturbance and mobilisation of contaminants, during any construction process as well as the establishment of vertical and lateral contamination pathways as a result of piling and major excavation works between perched water.

A Ground Investigation Report (GIR) was undertaken by Listers Geotechnical Consultants in 2015 for a different, unrelated development on the site. This incorporated a desk based assessment, a site walkover and ground investigation. This survey was expanded to ensure the scope covered the whole site. The potential effects resulting from demolition and construction activities includes the release of deleterious material, which can cause disturbance and mobilisation of contaminants, during the construction process as well as the establishment of vertical and lateral contamination pathways as a result of piling and major excavation works between perched water.

The details provided in the EIA Report were assessed by the Environment Agency. They provided the following response:

The proposed development site is located on a historic landfill site and appears to have been the subject to a past activity which poses a high risk of pollution to controlled waters. We are however unable to provide detailed site-specific advice relating to land contamination issues at this site and recommend that you consult with your Environmental Health / Environmental Protection Department for further advice. Where necessary we would advise that you seek appropriate planning conditions to

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The observations and recommendations provided by the EA provide conditional advice for the future development of the site, any demolition or construction management statement for the redevelopment of the site should take cognisance of the matters referred to and any suggested mitigation requirements for the future any works.

4.3 Noise and Vibration

The Report acknowledges that the main potential noise and vibration risk associated with the site relates to the placement of new residents within a site which is currently subject to high noise levels due to the surrounding major transport infrastructure. Potential Operation impacts and temporary construction noise effects have also been acknowledged as requiring consideration.

The Report has been assessed by the Local Authority's Environmental Health department who have raised no objection to the acoustic assessment associated to the Environment Statement. Subject to any final monitoring data provision there should be no significant detrimental effects to a development on the Pentavia site.

4.4 Air Quality

The report recognises that the adjoining M1 and A1 Watford Way constitute significant sources of NO₂ and PM₁₀ affecting the site and any potential new receptors associated with the development. In order to quantify

these pollutants, a detailed air quality monitoring programme commenced in February 2016, which will be continued for a period of between three to five months' dependent on the quality of data received and the findings from such information.

This data collection includes the siting of real time monitors within the site boundary and the distribution of a number of NO₂ diffusion tubes throughout the site. The EIA report recognises that the main environmental risk associated with the proposal redevelopment of the site relates to the placement of residents within a poor air quality environment.

The methodology is to include a comprehensive ADMS Roads Dispersion Model, assessment of potentially significant impacts associated with construction and demolition upon existing and future residents and regional impacts.

The EIA scoping report has been assessed by the Local Authority's Environmental Health department who have raised no objection to the proposed air quality assessment methodology for the Environmental Statement.

The final analysis of the data produced and the assessment of any significant detrimental effects that could manifest themselves within the site boundary will need to be fully addressed and any mitigation works found to be necessary will need to be identified and assessed for their effectiveness.

4.5 Water Resource and Flood Risk

The report acknowledges that the site is predominantly covered by hard surfaces including buildings, large parking areas and distribution roads. There are currently some very minor areas of soft landscaping around the perimeter of the site and between parking spaces. There are no watercourses on or adjacent to the site, with the nearest being approximately 2km from the site boundary. The Environment Agency (EA) Flood Zone Mapping shows that the site is located within a low risk flood zone 1.

The potential effects have been identified as including ponding of water on site, accidental runoff and increased runoff rates, changes to surface water drainage regime and changes to the foul and surface water system. The Environmental Statement will address the existing drainage characteristics, flood risk and a drainage assessment for the foul water runoff from the development.

It has been identified by Thames Water that supporting documents to the planning application should include all of the following:

- The developments demand for water supply and network infrastructure both on and off site and can it be met
- The developments demand for Sewage Treatment and network infrastructure both on and off site and can it be met
- The surface water drainage requirements and flood risk of the development both on and off site and can it be met
- Build – out/ phasing details to ensure infrastructure can be delivered ahead of occupation
- Any piling methodology and will it adversely affect neighbouring utility services.

It is expected that all of the above matters referenced by Thames Water will form part of the ES and any planning application for the development of the site.

4.6 Wind Microclimate

BMT Fluid Mechanics Limited will gather baseline climate information to determine the characteristics of the site in respect of generic wind properties.

Key locations of interest have been identified as pedestrian ingress/egress locations and locations where pedestrians are expected to spend a significant amount of time (i.e. access routes, recreational spaces).

A wind microclimate assessment will be prepared as part of the Environmental Statement. Supporting information will be presented in the form of a full technical report in the Appendix of the ES. The assessment of the wind microclimate will be based on the results from a series of wind tunnel tests.

It is expected that any survey information and laboratory model testing will be reproduced to inform the Microclimate study and review, establishing the areas requiring mitigation works and the effectiveness of the design in helping to reduce any adverse impacts.

4.7 Socio-economics

The EIA report acknowledges that the likely sensitive receptors in the local area are considered to be existing and future residents of the local area, existing and future local businesses and employees and local community facilities. The EIA report gives specific reference to LB Barnet's three strands approach of *protect, enhance and grow*.

The assessment will be carried out using a number of recognised data sources. These include 2011 Census Data, Business Register and Employment Survey (2014), London Metropolitan Police Statistics (2016) and Annual Schools Census Data (2015).

The assessment of socio-economic impacts will use a number of methodologies, data sources and assumptions, this is to include employment impacts assessed using standard ratios of construction output to employment and Home and Communities Agency standard job density for commercial floor space.

Assessments will also include local spending by those working on-site and estimates of spending by newly introduced residents, as well as the impact on local services including current capacity in schools and availability of primary healthcare facilities.

4.8 Townscape and Visual assessment

The report acknowledges that the immediate context of the site is influenced by the directly adjoining M1, A1/Watford Way and the recently completed Churchill Place development.

Townscape sensitivity is identified in the report as broadly reflecting the degree of contrast between the existing character and the nature of the Development, together with its visual permeability.

The potential effects are identified as the significant degree to which the layout and built form of the site is likely to change. In particular, the scale and density of buildings are likely to increase with any future development, along with changes to appearance of external spaces and frontages.

The potential impacts will be apparent in a range of views from the surrounding area and may include short range views from the adjoining transport corridors; medium range views from surrounding residential properties, streets and open spaces and longer range views, mainly from the north where the land is elevated.

The longer range views are particularly important as these are from the Mill Hill Conservation Area. When these views were assessed on site, it was found that there were no views from the Watling Estate Conservation Area which lies to the west of the site.

As this conservation area lies only 300 metres from the site and predominantly consists of low scale, two storey properties, it is key that viewpoints are added within the boundary of this conservation area. The case officer identified additional viewpoints to be added to the applicant's assessment. These were agreed with the Council's Conservation Officer and the applicant's agent has been notified of the required additions.

The context of the new built form will need to address the lower level properties in terms of overshadowing and the high level impacts that will be evident with the scheme as currently proposed. The height of buildings will need to be fully assessed in terms of near-by housing which is at a much lower level and the elevated nature of the site.

In particular the 'backdrop' formed by the new development will require full assessment in townscape terms as it is the juxtaposition of the large mass/height of new development and existing lower scale housing which will have a significant impact and will probably present to local residents the most important issue to address.

4.9 Daylight, Sunlight, Overshadowing, Solar Glare and Light Pollution

The applicant originally scoped this issue out of the EIA. The applicant did however propose to submit with the planning application a daylight, sunlight and overshadowing report, as required by policy, which will include the following:

- Daylight and sunlight assessment of neighbouring residential properties,
- Overshadowing assessment of neighbouring amenity spaces, as well as, the new amenity space within the proposed scheme,
- Daylight assessment of new habitable within the proposed scheme on the ground and first floors to show compliance,
- Solar Glare assessment of the neighbouring roads and key junctions.

The submission of a daylight, sunlight and overshadowing report is considered to be an acceptable approach to assessing these issues. However, due to the significant massing and height of the proposed scheme, there may be impacts that will occur from the new development that are detrimental to the surroundings. Until the data, evidence and details have been submitted to show the impact, this issue cannot be scoped out of the EIA. The applicant has agreed to scope this issue in to the EIA, for full assessment.

4.10 Cumulative Effects

There may be significant cumulative environmental effects resulting from the Development acting in combination with 'committed schemes' on nearby land. The applicant must identify and assess the likely significant cumulative environmental effects in its EIA.

There is no legal definition of what qualifies as a 'committed scheme' in EIA. National guidance indicates that this includes "existing or approved development", ie schemes under construction and unimplemented schemes with planning permission. It is also considered best practice in EIA to include schemes where a submitted planning application is pending determination.

The EIA Regulations confirm that an ES is only required to include such information as the applicant can reasonably be required to compile, having regard in particular to current knowledge. There is no legal requirement for a cumulative assessment of future development of adjoining land where there is no way of knowing what development was proposed or was reasonably foreseeable.

On this basis, the Council's consideration of the adequacy of the applicant's EIA and ES, requires the ES assessment to include the potential cumulative impact of demolition and construction activities in connection with the redevelopment of the Pentavia site and other local sites. Future development plans for adjacent sites accessed via Bunns Lane, in particular should be considered.

The EIA process provides an opportunity to consider alternative development options, as well as their respective environmental, social and economic implications, before a final design freeze is fixed. To accord with EIA regulations and statutory guidance, the ES should provide an outline of the main alternatives studied by the Applicant and design team with an indication of the reasons for the choices made, taking into account environmental effects.

These alternatives will include:

- ‘Do nothing scenario’ – the consequences of no development taking place
- ‘Alternative designs’ – the ES should summarise the evolution to the final design proposal, the modifications which have taken place to date and the environmental considerations which have led to those modifications. A summary of the main alternatives considered, such as alternative mixes of use; site layouts, entrance points to buildings, floor heights and bulking; and materials used need to be presented, together with a justification for the final design

Developments to be considered need to have been identified based on a set of criteria. This includes developments which are expected to be built-out at the same time as the development, which are spatially linked to the development, considered as EIA development, have a site area of at least 1 ha and subject to planning consents from LB Barnet. These developments are to be identified in the EIA Report and their cumulative effects fully assessed with this scheme of development.

SECTION 5: MATTERS TO BE ‘SCOPED OUT’ OF THE EIA

While the Scoping Report does not specifically set out topics which the Applicant is proposing to scope out of the assessment, issues omitted from the Scoping Report which did require preliminary consideration at the scoping stage included:

- Archaeology
- Built Heritage
- Ecology
- Waste

Comments on these topic areas are discussed below.

5.1 Archaeology

The site comprises late twentieth retail facilities together with attendant areas of landscaping and car parking. In terms of relevant designated heritage assets, no World Heritage sites, Scheduled Monuments, Historic Battlefield or Historic Wreck sites are identified within the study site or its immediate vicinity.

In terms of local designations, the site does not lie within an Archaeological Priority Area as designated by the LB Barnet.

In line with the NPPF and local planning policies, a desk-based archaeological assessment has been prepared by CgMs to establish the significance and value of known buried heritage assets and the potential for the presence of unknown buried heritage assets.

A qualitative assessment of the potential effects of the Development on below ground heritage assets has been undertaken and the need for mitigation has been reviewed. To inform the archaeological potential of the site, the desk-based assessment has been based on the following:

- The findings of readily available historical archaeological desk-based assessments and previous investigations carried out on or near to the site; and
- A review of the Greater London Historic Environment Record together with relevant local archives, including a historic map regression exercise.

It is anticipated that on the basis of the evidence to date, the site has a low archaeological potential for all past periods of human activity. Past-depositional impacts within the site have been severe and cumulative, and comprise the impact of landforming followed by the construction of the existing facilities.

It is therefore considered that no further archaeological mitigation measures are required at this site. Given the anticipated level of past post depositional impact, which reduces the perceived archaeological potential of

the site to low/negligible, as such the likelihood for significant effects on archaeology is low and it is proposed that archaeology should be scoped out of the EIA.

Should consultation with LBB's archaeological advisors indicate that further archaeological investigation work will be necessary, it is considered that this can be secured by attaching an archaeological planning condition to the granting of any future consent.

5.2 Built Heritage

The site comprises late twentieth century retail facilities together with attendant areas of landscaping and car parking. In terms of relevant designated heritage assets, no listed buildings are located on the site or within the immediate vicinity. The site is not located within a conservation area.

Within the wider local environment the following designated heritage assets have been identified:

- ☒ Chase Lodge, Page Street (Grade II), situated approx. 600m to the east of the site;
- ☒ Featherstone House, Wise Lane (Grade II), situated approx. 750m to the northeast of the site;
- ☒ Royal Air Force Museum (Grade II), situated approx. 950m to the south of the site; and
- ☒ Watling Estate Conservation Area, situated approx. 500m to the west of the site at its closest point.

In line with the NPPF and local planning policies, a heritage assessment has been prepared by CgMs to establish the significance of the above identified heritage assets and the contribution of the site to this significance, if any.

A site visit to establish the character of the site and what contribution the site makes to the significance or setting of the heritage assets identified above.

This study has found that due to the topography of the land and the enclosed character of the site located within an 'urban island' created by two major roads, there is no inter-visibility between the site and the identified heritage assets, nor does the site contribute in any way to their significance or setting.

It is therefore considered that significant effects on heritage assets (direct / indirect) are unlikely and further mitigation measures are not required. As such, built heritage will be scoped out of the EIA.

5.3 Ecology

Ecology Solutions, completed an extended Phase 1 survey of the site on the 8th January 2016, including an appraisal of the buildings and trees on-site for their suitability to support roosting bats.

The extended Phase 1 site survey has been supported by a detailed desk study whereby Greenspace Information for Great London (GIGL) have been contacted and who hold records for the local area. The results of the background records search together with the extended Phase 1 survey have enabled the site to be placed within the local ecological context.

The surveys completed to date show the site as being of negligible importance in nature conservation terms and of intrinsically low value. The proposed redevelopment of the site is not considered likely to have any significant adverse effects on any locally present designated sites or protected species.

Whilst landscaping within the Development has the potential to provide biodiversity gains as part of the redevelopment, the overall effects of the Development would not be significant.

5.4 Waste

It is not considered that the Development will result in the generation of hazardous waste or require waste storage above that usually found for developments of this scale and nature. The waste generated will be of a domestic and commercial nature and its management will be in line with similar residential developments.

The volume of waste generated during the demolition/refurbishment and construction will be considered with respect to the number of vehicle movements and dust emissions, in the relevant technical assessments of the ES (e.g. Transport and Air Quality).

SECTION 6: Format and Presentation

The Environmental Statement (ES) should be able to be read as a standalone document with no significant reliance on external documents. Large ES's can be split into volumes for ease of use but the relationship of the document to each other should be clear to the reader.

The ES should set out how 'significant' effects in the context of the EIA Regulations are determined as part of the EIA, and described in the ES. It is important to ensure that the way in which significance has been determined is transparent and repeatable, and also clearly states what constitutes a significant environmental effect, with clear justification.

SECTION 7: CONCLUSIONS TO THE EIA OPINION

7.1 Officer Recommendation

The Environmental Impact Assessment scoping opinion is considered to address those matters to be relevant to the proposed development. Matters considered not to be at issue have been identified and those matters shown to be important in the assessment of the ES and any planning application submission have been identified and a discussion is provided within the text to allow for full consideration of the matters referenced and any particular areas of concern.

In consequence to the above, it is considered that the Scoping Statement references the areas of concern with any development of the site. Provided that full account of the matters referred to are included and fully assessed it is considered that this will assist in the determination of a any future planning application and the associated impacts.

The Scoping Opinion is considered to be acceptable to the Council and as such represents the council's views on matters pertaining to an ES for this site.

Date of Opinion: 27/07/15

Terry Garner

Town Planning Manager – Major Developments
On behalf of the London Borough of Barnet

APPENDIX 1: LIST OF INTERNAL AND EXTERNAL CONSULTEES

- Environment Agency
- Greater London Authority
- Transport for London
- Natural England
- English Heritage (archaeology)
- English Heritage (built heritage)
- Sport England
- Thames Water
- LBB Highways Officer
- LBB Mains Drainage
- LBB Environmental Health Department

APPENDIX 2: COMMENTS RECEIVED FROM EXTERNAL CONSULTEES AND ASSOCIATIONS

From: Nicky Mchugh [<mailto:Nicky.Mchugh@thameswater.co.uk>]
Sent: 20 May 2016 10:26
To: Beattie, Harriet
Cc: Devcon Team
Subject: Barnet- EIA Assessment- Pentavia Retail Park, Mill Hill, NW7 0ET.

Dear Harriet,

Thank you for consulting Thames Water giving us the opportunity to respond to the above application.

Thames Water welcomes the acknowledgment that the developer should carry out a drainage assessment for the development. However, I can't see a reference to the water supply demands that such a development may have and whether they can be met.

We would therefore recommend that any scoping opinion report and/or supporting documents to the planning applications should include all of the following.

- The developments demand for water supply and network infrastructure both on and off site and can it be met
- The developments demand for Sewage Treatment and network infrastructure both on and off site and can it be met
- The surface water drainage requirements and flood risk of the development both on and off site and can it be met
- Build – out/ phasing details to ensure infrastructure can be delivered ahead of occupation
- Any piling methodology and will it adversely affect neighbouring utility services.

Should the developer wish to obtain information on the above issues they should contact our Developer Services department on 0800 0093921

Nicky.

Nicky McHugh

Development Planner

Planning for and enabling growth

Thames Water Utilities Ltd, Maple Lodge STW, Denham Way, Rickmansworth, Hertfordshire WD3 9SQ

Mobile:07747 646423  nicky.mchugh@thameswater.co.uk

Please note my hours are Tuesday to Friday 8am til 3pm

From: Kidd, Sandy [<mailto:Sandy.Kidd@HistoricEngland.org.uk>]
Sent: 23 May 2016 17:11
To: Beattie, Harriet
Subject: RE: EIA consultation

Dear Harriet

Please find Historic England (GLAAS) archaeological advice attached.

TOWN & COUNTRY PLANNING ACT 1990 (AS AMENDED)

NATIONAL PLANNING POLICY FRAMEWORK 2012

Pentavia Retail Park, Mill Hill, NW7 2ET.

A new residential-led mixed-use development consisting of residential, commercial, leisure and community uses, with associated areas of green open space and hardstanding that will cover the area formerly occupied by the Pentavia Retail Park businesses. The scheme will consist of four apartment blocks of varying heights (between 8 and 10 storeys) and will accommodate an area of approximately 86,000m² (gross external area) of residential and commercial uses.

Recommend No Archaeological Requirement

Thank you for your consultation dated 05 May 2016.

The Greater London Archaeological Advisory Service (GLAAS) provides archaeological advice to boroughs in accordance with the National Planning Policy Framework and GLAAS Charter.

Having considered the proposals with reference to information held in the Greater London Historic Environment Record and/or made available in connection with this application, I conclude that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest.

I agree with the scoping report's conclusion that there is unlikely to be a significant archaeological impact. This is because there is relatively little archaeology recorded in the vicinity but more importantly the site has been heavily disturbed and is recorded as landfill so the potential for remains to survive is low.

No further assessment or conditions are therefore necessary.

Please note that this response relates solely to archaeological considerations. If necessary my Historic Buildings and Areas colleagues should be consulted separately regarding statutory matters.

Sandy Kidd MA MCIfA MRTPI
Principal Archaeology Advisor (GLAAS)
Direct line: 020 7973 3215
Mobile phone: 07760 456812

Historic England | 1 Waterhouse Square
138 – 142 Holborn | London | EC1N 2ST

From: planning, North London [<mailto:northlondonplanning@environment-agency.gov.uk>]

Sent: 24 May 2016 17:31

To: Beattie, Harriet

Subject: EIA Consultation Response- Pentavia Retail Park - Our Ref NE/2016/125044/01

Dear Harriet

EIA Consultation Response- Pentavia Retail Park - Our Ref NE/2016/125044/01

Thank you for consulting us on the above EIA Scoping Report, please find attached our formal consultation response.

Please do not hesitate to contact me if you have any queries.

Kind regards

Sarah Dilley

Planning Advisor - North London Sustainable Places

Environment Agency | Hertfordshire & North London | London

☎ Internal: 45540 ☎ External: 0208 474 5540 | ✉ northlondonplanning@environment-agency.gov.uk

Pentavia Retail Park, Mill Hill, NW7 2ET EIA Scoping Opinion

Thank you for consulting us on the scoping report.

The Environment Agency is a statutory consultee on all development projects subject to Environmental Impact Assessment.

There are no environmental constraints on site within our remit and have not reviewed the following scoped topics and therefore have no comments relating to:

- Transport and Access
- Noise and Vibration
- Air Quality
- Hydrology and Flood Risk
- Wind Microclimate
- Socio-economic
- Townscape and Visual Impacts
- Archaeology
- Built Heritage
- Ecology
- Sunlight, daylight, solar glare, overshadowing and light pollution
- Waste

Our records show that the site is located on a historic landfill site, we are therefore pleased to see that you have scoped in 'Ground Conditions'. Given that the site is located on a historic landfill we have the following advice: The proposed development site appears to have been the subject to a past activity which poses a high risk of pollution to controlled waters. We are however unable to provide detailed site-specific advice relating to land contamination issues at this site and recommend that you consult with your Environmental Health / Environmental Protection Department for further advice. Where necessary we would advise that you seek appropriate planning conditions to manage both the risks to human health and controlled waters from contamination at the site. This approach is supported by Paragraph 109 of the National Planning Policy Framework.

We recommend that developers should:

1. Follow the risk management framework provided in CLR11, Model Procedures for the Management of Land Contamination, when dealing with land affected by contamination.
2. Refer to the Environment Agency Guiding principles for land contamination for the type of information that is required in order to assess risks to controlled waters from the site. The Local Authority can advise on risk to other receptors, such as human health.
3. Refer to the contaminated land pages on GOV.UK for more information.

The CLAIRE Definition of Waste: Development Industry Code of Practice (version 2) provides operators with a framework for determining whether or not excavated material arising from site during remediation and/or land development works are waste or have ceased to be waste.

Under the Code of Practice: - excavated materials that are recovered via a treatment operation can be re-used on-site providing they are treated to a standard such that they fit for purpose and unlikely to cause pollution - treated materials can be transferred between sites as part of a hub and cluster project - some naturally occurring clean material can be transferred directly between sites.

Developers should ensure that all contaminated materials are adequately characterised both chemically and physically, and that the permitting status of any proposed on site operations are clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays.

The Environment Agency recommends that developers should refer to: - the Definition of Waste: Development Industry Code of Practice on the CL:AIRE website and; - The Environmental regulations page on GOV.UK.

Contaminated soil that is, or must be, disposed of is waste. Therefore, its handling, transport, treatment and disposal are subject to waste management legislation, which includes:

- Duty of Care Regulations 1991 - Hazardous Waste (England and Wales) Regulations 2005 - Environmental Permitting (England and Wales) Regulations 2010 - The Waste (England and Wales) Regulations 2011

Developers should ensure that all contaminated materials are adequately characterised both chemically and physically in line with British Standard BS EN 14899:2005 'Characterization of Waste - Sampling of Waste Materials - Framework for the Preparation and Application of a Sampling Plan' and that the permitting status of any proposed treatment or disposal activity is clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays. 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 developer will need to register with us as a hazardous waste producer. Refer to the Hazardous Waste pages on GOV.UK for more information.

Please contact me if you have any further questions.

The Environment Agency have updated their climate change allowances for planners. See [Flood risk assessments: climate change allowances](#)

APPENDIX 3: COMMENTS RECEIVED FROM INTERNAL CONSULTEES

From: Robson, Lucy
Sent: 19 May 2016 16:04
To: Beattie, Harriet
Subject: Pentavia Retail Park

Hello Harriet
I have read the Scoping Report and am happy with the proposals for assessment within the Environment Statement.
Regards
Lucy

Lucy
Team Leader, Scientific Services

Robson

I am available Wednesdays, Thursdays and Fridays. In my absence please contact our admin team on 020 8359 7995

London Borough of Barnet, Barnet House, 1255 High Road Whetstone, N20 0EJ

Tel: 020 8359 7406

Barnet

Online:

www.barnet.gov.uk

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APPENDIX 4: SITE LOCATION PLAN

Location of Pentavia Retail Park



APPENDIX 5: PLANNING HISTORY

Site Address: PENTAVIA RETAIL PARK Watford Way London NW7 2ET

Application Number: 15/01820/FUL

Application Type: Full Application

Decision: Pending

Proposal: Demolition of the existing Class A3 unit (Restaurant) and partial demolition, recladding and extension of the existing Class A1 units (Retail) and creation of Class A3 (Restaurant o& Cafe) floorspace, Class D2 (Gym) floorspace, reconfiguration of vehicular access, staff parking and customer parking. Associated hard and soft landscaping to public spaces and new ramped pedestrian access (SCHEME 2)

Site Address: PENTAVIA RETAIL PARK Watford Way London NW7 2ET

Application Number: 14/08075/FUL

Application Type: Full Application

Decision: Pending

Proposal: Demolition of the existing Class A3 unit and partial demolition, recladding and extension of the existing Class A1 retail units and creation of Class A3 floorspace reconfiguration of vehicular access, staff parking and customer car parking. Associated hard and soft landscaping to public spaces, new ramped pedestrian access (amended description)

Site Address: PENTAVIA RETAIL PARK Watford Way London NW7 2ET

Application Number: W00408BR/06

Application Type: Section 192

Decision: Unlawful Development

Decision Date: 04/06/2007

Appeal Decision: ALLOWED

Proposal: Use class A1.

Site Address: PENTAVIA RETAIL PARK Watford Way London NW7 2ET

Application Number: W00408BQ/06

Application Type: Section 192

Decision: Unlawful Development

Decision Date: 01/02/2008

Appeal Decision: Allow

Appeal Decision Date: 01/02/2008

Proposal: Use Class A1.

Site Address: Pentavia Retail Park Watford Way LONDON NW7

Application Number: W00408AG

Application Type: Material Minor Amendment/Vary Condition

Decision: Approve

Decision Date: 26/01/1994

Appeal Decision: No Appeal Decision Applies

Appeal Decision Date: No Appeal Decision Date exists

Proposal: Variation of condition 31 of permissionW00408C and condition 18 of permissionW00408A to enable the retail premises to be used for the sale of non-food goods other than food or drink for consumption on the

Site Address: Land between and north of Chadbury Court and south of the disused Watford Way; M1 Motorway; M1 slip road

Application Number: W00408A

Application Type: Full Application

Decision: Approve with conditions

Decision Date: 13/10/1988

Appeal Decision: No Appeal Decision Applies

Appeal Decision Date: No Appeal Decision Date exists

Proposal: Construction of two non-food retail warehouses within Class A1 of the Town and Country Planning (Use Classes) Order 1987, together with a garden centre, petrol filling station, (including Class A1 use and car wash,) restaurant; partial demolition

Site Address: Land between, north of Chadbury Court and south of the disused Watford Way; M1 Motorway; M1 slip road NW7

Application Number: W00408B

Application Type: Full Application

Decision: Approve with conditions

Decision Date: 13/10/1988

Appeal Decision: No Appeal Decision Applies

Appeal Decision Date: No Appeal Decision Date exists

Proposal: Construction of two non-food retail warehouses within Class A1 of the Town and Country Planning (Use Classes) Order 1987, together with a garden centre, petrol filling station, (including Class A1 use and car wash,) restaurant; partial demolition, convers

Site Address: Land between and the north of and south of disused Watford Way; M1 Motorway; Chadbury Court; M1 slip road

Application Number: W00408C

Application Type: Full Application

Decision: Approve with conditions

Decision Date: 13/09/1989

Appeal Decision: No Appeal Decision Applies

Appeal Decision Date: No Appeal Decision Date exists

Proposal: Variation of conditions 2,3,10, 11, 12 and 13 of permission HQ/W00408A for constrn of 2 non-food retail warehouses within Class A1 of the Town and Country Planning (Use Classes) Order 1987, together with garden centre, petrol filling station, (including C

Site Address: Land between, north of and south of disused Watford Way; M1 Motorway; Chadbury Court; M1 slip road

Application Number: W00408F

Application Type: Full Application

Decision: Approve

Decision Date: 14/11/1989

Appeal Decision: No Appeal Decision Applies

Appeal Decision Date: No Appeal Decision Date exists

Proposal: Details of service road together with entrance, exit and roundabout arrangements pursuant to condition 4 of planning permission ref. HQ/W00408A dated 13.10.88 for the construction of 2 non-food retail warehouses within Class A1 of the Town and Country Pla

Site Address: Comet Plc, Unit 1, Pentavia Retail Park, Watford Way, London, NW7 2ET

Application Number: 03195/10

Application Type: Full Application

Decision: Approve with conditions

Decision Date: 28/04/2011

Appeal Decision: No Appeal Decision Applies

Appeal Decision Date: No Appeal Decision Date exists

Proposal: Removal of existing 354 sq. m of floorspace and replacement with the creation of of additional 831 sq. m of additional floorspace (Class A1) all at

Site Address: Unit 1, Pentavia Retail Park, Watford Way, London, NW7 2ET

Application Number: H/02192/11

Application Type: Section 192

Decision: Lawful Development

Decision Date: 09/11/2011

Appeal Decision: No Appeal Decision Applies

Appeal Decision Date: No Appeal Decision Date exists

Proposal: Formation of mezzanine level

**APPENDIX 6:
RECENT EMAIL TRAIL BETWEEN COUNCIL'S HIGHWAYS OFFICER AND APPLICANTS HIGHWAYS CONSULTANT**

From: Bartlett, Mervyn
Sent: 24 June 2016 10:45
To: Beattie, Harriet
Cc: Garner, Terry; david.james (david.james@capita.co.uk)
Subject: RE: Pentavia Retail Park Planning Brief

Thanks Harriet. I will provide comments asap. In the meantime please note I am about to circulate T&R notes of the May & June meets. Given that we may be heading for recommendation for refusal on transport grounds I want to be sure we have sound written records. Also we had the site visit with their consultants on Wed morning. The A1/ Mill Hill Broadway junction and Bunns Lane (east) were busy. Page Street/ Fiveways was less congested than I expected with only short queues. By the time we got to Grahame park Way and the other end of Bunns Lane it was past the peak and traffic was moving well – I've been in that area in the evening peak though and its been heavily congested so I think we need to do a PM peak trip out as well

Kind regards,

Mervyn Bartlett
Transport and Regeneration Manager



T 020 8359 3052
M 07984 162832
Email mervyn.bartlett@barnet.gov.uk
Web www.re-ltd.co.uk

Barnet House, 1255 Highroad, Whetstone, N20 0EJ

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From: Beattie, Harriet
Sent: 24 June 2016 00:20
To: Bartlett, Mervyn
Subject: Pentavia Retail Park Planning Brief
Importance: High

Dear Meryvn,

I am writing a mini planning brief for the Pentavia Retail Park site. This mainly deals with planning considerations and constraints, but I wanted to include a short paragraph regarding access and connectivity issues. Below you can see my first draft of this section. Please let me know if you wish me to add anything to this or make any changes. Any guidance would be greatly appreciated.

Access and Connectivity

The current site can be described as an 'urban island' as it lack of permeability and accessibility due to the boundary effects of surrounding major infrastructure. The site also has a low ptal rating

of 1B. Innovative solutions need to be found to provide higher quality pedestrian and cycle links to the site.

It is expected that the primary vehicular access to this site for entry will continue to be through Watford Way as currently provided. At present the access to the site is limited, but there are opportunities to introduce new entrances linking the site to Bunns Lane, particularly for pedestrians and cyclists. Any vehicular access onto Bunns lane will need to demonstrate no harm. If this new entrance is proposed to include vehicles, a fully reasoned Transport Assessments will need to be carried out at the pre application stage to demonstrate the number of vehicles entering and leaving from any new entrance will not have a detrimental impact on the already congested Bunns Lane. Also consideration will need to be given as to entry and exit control measures to alleviate impact of any new entrance. This Transport Assessment will be assessed by the Local Authority's Highways Department.

It is likely that any approved application will require contributions to be made to improve local public transport to support the new residential community, together with any offsite highway works that may be considered necessary to mitigate any detrimental effects.

Kind regards,

Harriet Beattie
Principal Planner

Major Developments Team

Development and Regulatory Services (DRS)

Re (Regional Enterprise) Ltd | Barnet House, 1255 High Road, Whetstone, London N20 0EJ

Tel: 020 8359 7131



London Borough of Barnet is working with RE (Regional Enterprise) Ltd, a new joint venture between the Council and Capita plc

From: Bartlett, Mervyn

Sent: 24 June 2016 13:10

To: 'Lloyd Bush'; Beattie, Harriet; Garner, Terry; 'Lee Goldberg (Meadow Res)'; 'Peter Lumb (Meadow Res)'; 'John Mitri'

Cc: 'david. james (david.james@capita.co.uk)'

Subject: RE: Mill Hill Development (Pentavia Retail Park) - Transport DRAFT MEETING NOTES

Dear all – following the meeting below and our more recent gathering on 9th June please see attached draft notes. These are not intended to record every point made but I believe are an adequate summary of discussions and actions. Do feel free to amend as you see fit and return so we can finalise

Please pass on to anyone I may have missed off the circulation, with my apologies for their omission

Draft Notes:

Pentavia Transport and Highways Meeting - 6th May 2016

Bunns Lane Link:

MB - Significant concerns associated with existing congestion on Bunns Lane, making a new vehicular access unacceptable. Assessment with and without Bunns Lane access required.

LB - Access is important for the development and for the distribution of traffic. Increase in air and noise pollution caused by people having to travel a longer route via A1.

MB - Have to take into account the Colindale Area Action Plan – what it says about increase in traffic. Applicant to provide evidence to justify that it will not cause detrimental impact on junctions.

Public consultation:

Applicant met ward councillors in September 2015: Applicant/Quod agreed to provide notes from Councillor meeting.

Public consultation 24/25th November 2015: it was agreed that comments and boards would be provided by Applicant/Quod – only 40 people turned up.

Surveys:

MB - would prefer two weeks in one month followed by two weeks in another month for the ATC on Bunns Lane.

Applicant believed traffic flow is impacted upon by parking on Bunns Lane. Applicant identified issues of buses and parked cars under the underpass.

A1 to Bunns Lane Rat Run:

LB - Two points of control proposed at north and south ends of site.

LB – Method of control to prevent rat run – the intention would be the use of a barrier or gate to be controlled by residents using fob.

MB - Provision of control will need to be agreed as part of S106 agreement, including access for emergency vehicles / visitors / deliveries – concierge. 'U' turn capability at the barrier required and stacking provision.

MB and DJ– would like to see a plan which shows method of control.

MB – ensure barriers are in place legally from opening of site.

MB – will be seeking activities management plan Condition.

PL: There will be 24 hour management on site.

Parking:

LB - If providing certain level of parking on site, by limiting parking we are limiting people being able to make trips and therefore cause local congestion.

TG – would not want to see too much parking.

DJ –we are concerned that no parking for 1 bedroom units in an area with 1b PTAL rating and would expect car club and improvements to walking and cycling as standard.

TG – shuttle bus idea could be secured through S106.

MB - observed there is no parking for one bed units which is unacceptable – 0.7 ratio is lowest permitted in adjacent Colindale area.

TG – don't want long stay parking for the commercial uses / lower provision acceptable.

PL – Ticketing and enforcement will be considered

LB – cycle parking standards - these are doubled up as providing separate cycle parking for residents and retail uses – but retail users are residents and will probably walk to shops.

Assessment Methodology:

LB to agree methodology for TA with MB/DJ in advance

Trip generation: Further work required - DJ requested review of TRICS sites within London

Expect more people will travel to south – towards London

Committed development – is Colindale AAP the only committed development that is applicable?

DJ – more promotion of walking and cycling and any proposed improvements to the public transport. LB agreed to consider and re-issue TA Scoping Report.

Disabled Access to Buses:

TG - Cross over A1 – how disabled people will get access to A1 southbound bus stop – access for the disabled will be a big issue for members. Mini bus shuttle bus might be better than outside lift. LB agreed to investigate.

Further Meeting Topics:

Agreed to include traffic survey specification, and car parking – including design.

Actions:

Notes of councillor and public engagement – Applicant

Details of proposed on-site traffic controls – Applicant / Robert West

Car parking provision – Applicant / Robert West

Draft TASR & proposed TRICS sites to be circulated – Robert West

Committed Development – LBB T&R

Possible shuttle bus – Robert West

Pentavia Transport & Highways Meeting - 9th June 2016

Site Planning Brief

- Planning Brief is being developed by RE Planning in consultation with LBB client. TG / HB to issue draft to MB. It was noted that LBB Client considering including more commercial space, although LB pointed out that this could affect town centres and the land take implications could make the site unviable.

Parking

- Undercroft car park to be accessed via a road around the site with separate accesses for sections of parking. Plans to be circulated
- 338 spaces with a further 182 on a lower level = 520 residential spaces (0.69 up from 0.65)
- Nature of proposals has changed with more private rented units now proposed, which would have less parking demand
- 48 commercial spaces (minimal provision due to adjacent residential provision)
- 700 stands for cycles.

	Units	Spaces	Ratio
1 bed	262	30	0.11
2 bed	379	379	1
3 bed	111	111	1
	752	520	0.69

PTAL

- LB explained the PTAL rating and the impact amendments to the PTAL calculation would have on the PTAL score as set out in the Pre Meeting Note. MB/DJ to review as Pre Meeting Note only issued late on 08/06/16
- LBB concern that 1 shuttle bus to Mill Hill Broadway and one shuttle bus to Burnt Oak would be insufficient in the peak hour
- Shuttle buses would be required in perpetuity – need to agree number of buses, associated demand and review existing journey times and congestion, especially on Bunns Lane due to parking.

Community engagement

- LBB still await feedback from consultations by the developer with local groups and councillors.

Traffic Access routes

- LB explained reassignment of traffic if no Bunns Lane access, as set out in the Pre Meeting Note. MB highlighted reassignment based on distance not journey time in the peak hour. It was agreed that access at the northern end of the site needed to be improved, the debate was over whether it was for bus / ped / cycle only, or for cars as well.

Phasing

- Rolling phases with a 4 year construction programme
- MB proposed as phased approach with an initial 0.9 parking ratio with monitoring to enable reductions if parking not used as the development progresses. Developer identified site constraint and viability issues and stated that 520 parking spaces is the maximum that can be provided due to costs of basement construction (and 700 minimum number of units needed).

Other parking issues

- MB to contact Alison Sharpe regarding monitoring of travel planning at recent development sites e.g. former Colindale Hospital, and also see what parking monitoring information may be available from other sites
- MB suggested LB consider DCLG methodology for determining car parking levels which LBB had accepted at various major sites
- Review of parking in adjacent streets and associated CPZs required to ensure no overspill. Bunns Lane 1-6 pm on event days / Flower Lane 11-12noon. Colindale CPZ being reviewed and likely to be expanded to address suspected overspill parking from major developments
- A bond may be required in case additional parking controls are required in the future
- LB has contacted ZipCar who indicate up to 5 vehicles would be viable for the site
- Can car pooling be considered?

Assessment methodology

- MB/DJ to review submitted TRICS sites – initial filters based on PTAL and parking ratio
- Sensitivity testing of linked/pass by but also trip generation and distribution agreed but must be reasonable.

Surveys and joint site visit

- The scope of traffic counts were agreed, with the addition of classified junction turning counts at both ends of Flower lane
- LB/MB agreed to a joint site visit in the AM peak to look at traffic conditions and tour the local area (occurred 22/6/16)
- TG suggested car parking surveys on local roads, particularly Bunns Lane
- MB to check for roadworks and issue street lighting form for surveys
- MB to provide, if possible, invoice for survey fee.

Actions

- Planning Brief to be circulated – RE Planning
- Latest site plans to be provided – Developers
- Latest parking proposals, pre-meeting note & TRICS sites to be reviewed – RE T&R
- Community consultation notes – Developers / Quod
- Carry out agreed traffic counts and review of local on-street parking – Robert West
- Provide information on other sites – RE T&R

Kind regards,

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