

Great North Leisure Park

Local Planning Authority: Barnet

Local Planning Authority reference: 25/0213/FUL

Representation Hearing Report – Stage 3

Town & Country Planning Act 1990 (as amended); Greater London Authority Acts 1999 and 2007; Town & Country Planning (Mayor of London) Order 2008.

The proposal

Phased redevelopment of the site to provide 1,485 new residential homes across 20 buildings of up to 25 storeys, the re-provision of a leisure centre and creation of new flexible commercial space; and a replacement sports pavilion.

The applicant

The applicant is **Arada (Regal)**, the architect is **JTP Architects** and the agent is **Avison Young**.

Recommendation

The Deputy Mayor for Planning, Regeneration and the Fire Service, acting as Local Planning Authority for the purpose of determining this application;

- i. grants conditional planning permission in respect of application 25/0213/FUL for the reasons set out in the approval section below, and subject to the prior completion of a section 106 legal agreement;
- ii. delegates authority to the Head of Development Management to issue the planning permission and attach, add, delete or vary, the final detailed wording of the conditions and informatives as required, with any material changes being referred back to the Deputy Mayor, and authority to negotiate, agree the final wording, sign and execute, and complete the section 106 legal agreement;
- iii. delegates authority to the Head of Development Management to agree any variations to the proposed heads of terms for the section 106 legal agreement;
- iv. delegates authority to the Head of Development Management to refer the application back to the Deputy Mayor if, by 27 July 2026, the section 106 legal agreement has not been completed;
- v. notes that approval of details pursuant to conditions imposed on the planning permission would be submitted to, and determined by, Barnet Council; and
- vi. notes that Barnet Council would be responsible for the enforcement of the conditions attached to the planning permission.

Introduction

1. Having assumed authority to determine this planning application, this report sets out the matters that the Deputy Mayor for Planning, Regeneration, and the Fire Service (hereafter, 'Deputy Mayor') must consider in determining whether to grant or refuse planning permission and to guide his decision making at the upcoming representation hearing. This report includes a recommendation from GLA officers, as set out below.

Officer recommendation – reasons for approval

2. The Deputy Mayor, acting as the local planning authority, has considered the particular circumstances of this application against national, strategic and local planning policy, relevant supplementary planning guidance and all material planning considerations. He has also had regard to Barnet Council's Planning Committee report dated 4 December 2025, the separate draft decision notice prepared by the borough setting out the reasons for refusal and all consultation responses, and representations made on the case to Barnet Council and the GLA. The below reasons set out, in summary, why this application is acceptable in planning policy terms:
 - a) The residential-led mixed-use development and optimisation of an accessible brownfield site is in line with the local site allocation and is strongly supported. The loss of the existing uses in the out-of-town centre, car-centric leisure park is supported in this context.
3. The application proposes 1,485 residential units with 25% affordable housing by habitable room, with a tenure split of 60% Social Rent and 40% London Shared Ownership. The scheme follows the time-limited planning route set out in the Support for Housebuilding LPG and no viability assessment is required. The affordable housing offer therefore satisfies the requirements of the NPPF, Policies H4, and H6 of the London Plan, the Mayor's Affordable Housing and Viability SPG, the Support for Housebuilding LPG and Policy HOU01 of the Barnet Local Plan 2021-2036.
4. The provision of the replacement leisure centre and sports pavilion is a benefit of the scheme. The existing leisure centre will remain operational until the replacement leisure centre is completed. This is secured in the S106 agreement.
 - b) Part of the site is previously developed land within designated Metropolitan Open Land ('MOL'). The proposal would not constitute inappropriate development in accordance with Paragraph 154 of the NPPF, the uses relate to outdoor sport and recreation with some elements being replacement buildings that will continue in the same use. The development would not cause harm to the openness of the MOL given their limited scale inclusion of soft landscaping. Therefore, the proposed development satisfies the requirements of the NPPF, Policy G3 of the London Plan, and Policy ECC06 of the Local Plan.

5. The design and layout principles of the proposed development are well-considered and would optimise development capacity. The proposal includes the delivery of up to 1.77 hectares of green space and introduces high-quality landscaping and public routes through the site towards the Glebelands open space.
 - c) Although the site is not identified as suitable for tall buildings in accordance with Policy D9 (Part B) of the London Plan, the overall height and massing strategy is well-considered in the context of the site. In accordance with Policy D9 (Part C) of the London Plan, the visual, environmental, functional and cumulative impacts of the tall buildings are acceptable.
 - d) The proposed development causes harm to the significance of designated heritage assets resulting in conflicts with Policies HC1 of the London Plan and Policy CDH08 of the Local Plan. Great weight has been attributed to this harm. GLA officers consider this impact to be less than substantial harm (at the low end of the scale), which would be clearly and convincingly outweighed by the public benefits delivered by the scheme. Accordingly, the proposed development accords with paragraph 215 of the NPPF.
6. The proposed development would allow permeability and connectivity through the site for pedestrians and cyclists encouraging sustainable travel. The proposed development strikes an appropriate balance between accommodating vehicle access for the retained leisure uses in a Public Transport Accessibility Level 2 ('PTAL') location whilst supporting sustainable and active travel for new residents. Appropriate mitigation measures will be secured in terms of overspill parking, including the future introduction of controlled parking zones. The proposal would not result in any highway or pedestrian safety concerns subject to conditions and the completion of a S106 agreement. Subject to these mitigations, the transport impacts are in accordance with strategic and local transport policies in Policies T1, T2, T4, T5, T6, T6.1, T7 of the London Plan and Policies GSS12, TRC01, TRC02 and TRC03 of the Local Plan.
7. GLA officers have not identified unacceptably harmful neighbourhood amenity impacts including a loss of daylight, sunlight, and outlook. The proposal is not considered to result in any unacceptable adverse impacts and therefore accords with Policy CDH04 of the Local Plan and Policy D9 (Part C) of the London Plan.
 - e) The development would meet relevant standards for internal floorspace and would also provide acceptable standard of living accommodation for future occupiers. There would be acceptable provision of wheelchair accessible or adaptable housing designed in line with the Development Plan.
8. The proposed development has demonstrated that an acceptable standard of sustainable design and construction would be achieved, minimising carbon dioxide emissions, using energy efficiently and including renewable energy, in accordance with the London Plan energy hierarchy. The development would deliver sustainable urban drainage, ecology and urban greening benefits and would overall comply with Policy SI 2 of the London Plan.
9. The Environmental Statement ('ES') and ES Addendum prepared by Trium provides an assessment of the likely significant effects of the proposal on the

environment during the construction and operational phases. The ES and the supporting documents comply with the relevant regulations in terms of their scope and methodology for assessment and reporting. Given the context of the site, the environmental impact of the development is acceptable with mitigation measures secured.

10. It is the view of GLA officers that the proposals accord with the development plan, read as a whole. It is the view of GLA officers, applying section 38(6) of the 2004 Act, that material considerations, when taken together, do not justify a departure from the plan but further weigh in favour of granting planning permission.

S106 legal agreement

11. The following heads of terms have been agreed as a basis for the planning obligations to be contained within the section 106 legal agreement:

Replacement leisure centre and sports pavilion

- Defined specification of the replacement leisure centre
- Provisions for the existing leisure centre to remain open until the new leisure centre is completed and operational
- Securing delivery of the sports pavilion and community use agreement

Housing

- 25% by habitable room, comprising 60% Social Rent and 40% Shared Ownership
- Requirements for substantial implementation and review mechanisms
- Wheelchair units
- Phasing and delivery triggers
- Nomination rights
- Monitoring provisions
- Securing of an affordable housing provider

Transport and highways

- Bus contribution of £900,000 to fund two extra buses per hour.
- A Night-time Active Travel Zone Assessment, with a capped contribution of up to £100,000 towards road safety and improvement works in the vicinity of the site as necessary to mitigate the impacts of the development.
- Restriction on access to parking permits for residents for any future Controlled Parking Zone.
- Contribution of £80,000 to fund a study of parking demand on public streets within 500 m of the site and the implementation of a CPZ if the need for one is identified.
- Leisure (including Glebelands Indoor Bowls Club), Residential and Commercial Travel Plans, Travel Plan Incentives (including free Car Club membership) and monitoring
- A financial contribution of £30,000 to cover the council's Travel Plan monitoring.
- Submission and agreement of site-wide and coordinated separate Car Parking Management Plans for the proposed residential units and the proposed leisure uses (including Glebelands Indoor Bowls Club).

- S278 and/or S38 agreements as required to facilitate highways works.

Public realm

- £50,256 towards delivery of a path on the Glebelands open space.
- Free of charge unrestricted public access to the public realm (including children's play facilities), except for temporary closures to assert property rights, works of maintenance, repair, cleaning, renewal or resurfacing, or other agreement with the Council.

Employment and skills

- £2,665,251.75 towards the provision of 265 apprenticeships and 265 work placements
- Provision of a Construction Training Academy
- Local Employment and Training Plan Sustainability and environment
- Biodiversity Net Gain Plan
- Implementation Scheme in line with statutory requirements
- Mitigation measures for the Glebelands as per the Glebelands Enhancement and Mitigation Strategy.
- Six months prior to first occupancy of the development a final Glebelands Great Crested Newt Mitigation Strategy.
- Monitoring provisions and costs
- £1,432,980 Carbon Offset Payment
- Be Seen Energy Monitoring
- Connection into a future district heating network (subject to feasibility/viability with provision for future proofing in any event).

Healthcare

- A contribution of £570,670 towards expansion of primary care facilities.

Police

- A contribution of £176,109.81 towards supporting the recruitment of additional police staff.

Monitoring fees

- Monitoring contributions (excluding Employment and Training and Travel Plan obligations for which separate payments are secured) to monitor and implement are secured.

Conditions

12. See Appendix 1 of this report.

Site description and surrounding area

13. The application site measures 4.93 hectares, located to the east of the junction of the A1000 (High Road) and Leisure Way, and close to the A406 North Circular Road. It comprises an out-of-town-centre leisure park, a cinema, bowling alley and ancillary restaurants with extensive car parking, and the Council-owned Finchley Lido Leisure Centre. The site also comprises the Albanian Football Club ('FC'), the disused Glebelands Bowls Green and sports pavilion, and associated access and car parking. The site includes very small parts of the Glebelands Open

Space, which is designated Metropolitan Open Land (MOL) and is a Site of Importance for Nature Conservation and a Local Nature Reserve.

14. The site is bounded by High Road, various restaurants and a hotel to the west, to the north by the David Lloyd sports centre and Summers Lane, and to the south by the 9-storey Glebelands Close residential development. It is bounded to the east by the remainder of the Glebelands Open Space.
15. The site has a PTAL ranging from 1b (closest to Glebelands Open Space) to 2 (closest to the High Road) on a scale of 0 to 6b, where 6b represents the highest level of access to the public transport network.



Figure 1: The application site outlined with a solid red line



Figure 2: The retail park from the entry from the High Road



Figure 3: The existing leisure centre



Figure 4: The existing car park and residential properties opposite the High Road

Details of the proposal

16. The application seeks planning permission for the comprehensive redevelopment of Great North Leisure Park involving the demolition of the existing buildings on the site. The proposed development would be delivered on a phased basis and would comprise 1,485 residential dwellings (Use Class C3) across 20 buildings, with building heights of up to 25 storeys (see figure 5 below). The proposed development also includes a two-storey leisure centre (Use Class E(d)), flexible commercial floorspace (Use Class E), and a single-storey sports changing pavilion (Use Class F2(c)), together with associated access, servicing, parking, landscaping and infrastructure works.
17. The proposal would provide 260 residential car parking spaces and 152 publicly accessible car parking spaces, alongside cycle parking and servicing arrangements. The applicant anticipates that the leisure centre is delivered as part of the first phase of the proposed development together with residential Building A as the existing leisure centre sits on a separate parcel of the scheme.
18. Whilst it is not guaranteed that the leisure centre will come forwards within this phase, and it is acknowledged that the Council raised the issue of securing the delivery of the new leisure centre, GLA officers do not consider it is necessary. The s106 agreement prevents a gap in provision by ensuring that the existing leisure centre is retained and will remain in operation until the new facility is completed however GLA officers consider that the new leisure centre is not necessary to mitigate the impact of the new development and so there is no clear justification to impose a planning condition or planning obligation requiring delivery of the leisure centre before residential units are occupied.. The new leisure centre

will be owned by the Council and operated by a third-party leisure provider, consistently with current arrangements. The proposed development also includes the provision of new internal routes, public realm, landscaping and play space, with development adjoining the Glebelands Open Space.

19. The scheme will be delivered in several phases between 2026 and 2034. Phase 1 will deliver the leisure centre and Building A. Phase 2 will deliver Building B and associated public realm, Phase 3 will deliver Building D, Phase 4 will deliver Building C, and Phase 5 will deliver Buildings E and F and landscaping works. Public realm and landscaping works will be implemented progressively to ensure safe and attractive routes through the site during construction. Car parking and servicing will be managed to maintain operational continuity for the leisure centre and minimise traffic impacts. A Construction and Environmental Management Plan ('CEMP') has been secured which will govern site operations, including noise, dust, and ecological safeguards.



Figure 5: The proposed layout and height in storeys

Stage 3

20. Following the Deputy Mayor's decision to call in the application in January 2026, the applicant engaged in a series of discussions with GLA officers on the

proposed development including in respect of land use principles, affordable housing, urban design, heritage, transport, sustainability, and environment.

21. The Deputy Mayor has undertaken an accompanied site visit with GLA and TfL officers, representatives of the Council, and the applicant team ahead of the hearing.

Referral to the Secretary of State

22. The power of the Secretary of State to call-in an application also exists where the Mayor has called-in an application.

Relevant planning history and current planning application

23. The GLA hosted a number of pre-application meetings with the applicant team (also attended by Barnet Council) during the course of 2023 and 2024 in connection with the strategic redevelopment of this site for mixed-use, residential-led purposes. The last of these meetings was held in October 2024, with feedback provided in November 2024 (ref. 2024/0521/P2F). GLA officers advised that the residential-led redevelopment of the site was supported in principle, including the re-provision of the existing leisure centre, and the broad approach to height across the masterplan was also supported.

Stage 1

24. On 30 January 2025, the Mayor of London received documents from Barnet Council notifying him that a planning application has been submitted that was of potential strategic importance, referring it under the following categories to that Order:
 - *1A “Development which comprises or includes the provision of more than 150 houses, flats, or houses and flats”;*
 - *1B “Development (other than development which only comprises the provision of houses, flats, or houses and flats) which comprises or includes the erection of a building or buildings outside Central London and with a total floorspace of more than 15,000 square metres.”*
 - *1C “Development which comprises or includes the erection of a building of...more than 30 metres.”*
 - *3D “Development on green belt or Metropolitan Open Land within the adopted or emerging development plan.”*
25. On 10 March 2025, the Deputy Mayor considered the application and report prepared by GLA officers. The report advised Barnet Council that the application did not yet comply with the London Plan for the following reasons:
 - **Land use principles:** The proposal for a mixed-use residential-led development does not raise strategic concerns regarding land use principle, subject to the leisure centre being re-provided and secured via legal

agreement. However, Officers considered that issues around the location of the replacement sports pavilion on MOL needed to be addressed, while the views of the Council on the justification for loss of the bowling green would be considered further at Stage II.

- **Affordable housing:** The proposal would deliver 325 affordable housing units (23% by habitable room), with a tenure split of 60% low-cost rent / 40% intermediate product. A viability assessment was being robustly interrogated by GLA officers. Early, mid and late-stage reviews would be required.
 - **Urban Design and Heritage:** The approach to the development's layout, form and massing was broadly supported. Whilst the tall buildings do not comply with Policy D9 Part B as they are not in a location identified as suitable for tall buildings, the site is within a draft site allocation for high-density residential-led development. Conclusions would be given in relation to the scheme's visual, functional, environmental and cumulative impacts under Policy D9(C) at stage II. Less than substantial heritage harm had been identified and therefore, GLA officers would consider the heritage harm in the planning balance at Stage II.
 - **Transport:** Further work was required on the Transport Assessment and the scope of the Active Travel Zone (ATZ) Assessment should be widened to include night-time assessment. Blue Badge and Electric Vehicle Charge Points (EVCP), Parking Design and Management Plan, Cycle Parking, Travel Plan, Delivery and Servicing Management Plan and Construction Logistics Plan should be secured via condition/legal agreement. A financial contribution towards upgrades in bus capacity would also need to be secured via legal agreement.
 - Other issues on **environment and sustainable infrastructure** also required resolution prior to the Mayor's decision making stage.
26. Following Stage 1, and prior to the consideration of the proposal at the Barnet Planning Applications Committee, amendments were made to the scheme including:
- Reduction in the total number of homes from 1,502 to 1,485
 - Reduction in the scale of the leisure centre from 3 storeys (6,944 sq.m.) to a 2 storey building (3,791 sq.m.)
 - Design changes including reduction in podium sizes, lowering of block links, increases in setbacks and refinement of facades
 - Changes to public realm and landscaping
 - Rationalisation of car parking
 - Further transport mitigations
 - Updated environmental information

Council resolutions

27. On 4 December 2025, the application was considered by Barnet Planning Applications Committee. Members resolved to refuse planning permission against officer recommendation to grant. The draft decision notice cited the following reasons for refusal:

- **Reason 1:** The proposed development, by reason of its high density and excessive height, scale, massing, and bulk, would represent an overdevelopment of the site. Given the site's low Public Transport Accessibility Level (PTAL), the scale and density of the scheme would be inappropriate within its context and would cause harm to the character, appearance, and amenities of the site, proposed environment and surroundings. The proposal would therefore be contrary to London Plan policies D2, D3, D4 and D9; and Barnet Local Plan (2025) policies GSS01, GSS11, GSS12, CDH01 and CDH04.
- **Reason 2:** The application does not include a formal undertaking to secure the planning obligations which are necessary for the development to be found acceptable. The application is therefore contrary to Policy DF1 of the London Plan 2021 and Chapter 12 of the Barnet Local Plan (2025) and the Barnet Planning Obligations SPD (adopted February 2025).

Stage 2

28. On 6 January 2026, Barnet Council advised the Mayor of its decision. On 19 January 2026, the Deputy Mayor, acting under delegated powers, considered the GLA report (Reference 2025/0183/S2). The report concluded that, having regard to the details of the application:
- a) Pursuant to the test in Article 7(1)(a) of the Town and Country Planning (Mayor of London Order) 2008 ('the Order'), the development would have a significant impact on the implementation of the London Plan; and
 - b) Pursuant to the test in Article 7(1)(c) of the Order, it is considered there are sound planning reasons for intervening.
29. The Mayor's Stage 2 decision and GLA report set out that the proposal would have a significant impact on the implementation of the London Plan, through its significant contribution to housing and affordable housing delivery. Further, that there are sound planning reasons to intervene, not only for housing and affordable housing delivery, but for the delivery of other public benefits including a new leisure centre and replacement sports pavilion.

Relevant legislation, policies, and guidance

30. The Deputy Mayor must determine the application for planning permission in accordance with the requirement of Section 70(2) of the Town and Country Planning Act 1990 and Section 38(6) of the Planning and Compulsory Purchase Act 2004. The Deputy Mayor is required to determine the application in accordance with the development plan unless material considerations indicate otherwise. For the purposes of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the development plan consists of the Barnet Local Plan 2025 and the London Plan 2021.
31. Paragraph 225 of the NPPF states that existing policies should not be considered out-of-date simply because they were adopted or made prior to the publication of the NPPF, and that due weight should be given to them, according to their degree

of consistency with the NPPF. All relevant policies in the adopted development plan are considered to be consistent with the NPPF.

32. The Deputy Mayor is also required to have regard, as material considerations, to national planning policy and guidance, as well as supplementary planning documents and, depending on their state of advancement, emerging elements of the development plan and other planning policies.
33. The relevant planning policy and guidance at the national, regional and local levels are as follows:
 - National Planning Policy Framework (December 2024, amended February 2025);
 - National Planning Practice Guidance and Design Guide (as updated);
 - Relevant strategic supplementary planning guidance ('SPG') and London Plan Guidance (LPG), which can be found on the GLA's website [here](#).
 - London Borough of Barnet supplementary planning documents and guidance, which can be found on Barnet's website [here](#).
 - A [Written Ministerial Statement](#) regarding a package of targeted and temporary emergency support measures to drive up housebuilding in London, which was issued on 23 October 2025 by the Secretary of State for Housing, Communities and Local Government. This was accompanied by a joint Policy Statement with the Mayor of London '[Homes for London: a package of support for Housebuilding in the Capital](#)'.
 - [Draft National Planning Policy Framework](#) (December 2025)
 - [Support for Housebuilding LPG](#) (March 2026)

Response to consultation

Statutory consultee responses to Barnet Council

34. The statutory responses raised in the consultation responses are summarised below.
 - **Greater London Authority (including Transport for London):** The Mayor's responses are summarised in the section above.
 - **Environment Agency:** No environmental concerns.
 - **Natural England:** No objections.
 - **Greater London Archaeological Advisory Service ('GLAAS'):** No archaeological requirements or conditions/ informatives necessary.
 - **Health and Safety Executive:** No objections.

35. **Historic England:** Does not raise objection however raises concerns that the scheme would lead to multiple instances of less than substantial harm to designated heritage assets, including Grade II* listed cemeteries and Hawthorne Dene.
- **London Fire Brigade:** No formal objection raised; clarification sought on several matters. Barnet Council considers that matters can be addressed via condition and Building Regulations.
 - **Metropolitan Police Design Out Crime Officers:** No substantive objections subject to Secure by Design condition.
 - **Metropolitan Police – Estates Strategy:** Request S106 contributions towards additional policing resources and dedicated Ward Office on site. Barnet Council officers considered these would not be reasonable given the likely viability impact and that the requested facility was not necessary to make the scheme acceptable.
 - **NHS HUDA:** No objections subject to S106 contributions to mitigate impacts of additional homes on local health facilities.
 - **Sport England:** No objections following further clarification and amendments; condition required that replacement changing rooms in leisure centre/ pavilion meet Sport England recommendations.
 - **Thames Water:** No objections subject to conditions regarding surface and foul water and a piling method statement.
 - **UK Power Networks:** No objections. Advisory comments.

Internal consultee responses to Barnet Council

- **Environmental health:** No objections on air quality, odour, noise and land contamination subject to conditions.
- **Ecology:** No objection raised subject to conditions, obligations and informatives relating to habitat protection and biodiversity net gain.
- **Energy and sustainability:** No objection subject to conditions.
- **Heritage:** The proposal would result in less than substantial harm to the Grade II* Listed St Pancras and Islington Cemetery, Grade II* Listed Hawthorne Dene, and Grade II* Listed East Finchley Cemetery. Historic England's concerns have been addressed through design amendments and further visual impact assessments. The proposal is considered acceptable on heritage grounds, with harm assessed as less than substantial and outweighed by public benefits.
- **Urban design:** Initial concerns related to overbearing massing and overshadowing, repetitive layouts and insufficient architectural distinction, weak integration with open space, and poor green infrastructure. Revisions and clarifications have been made to the scheme with concern still raised that

the proposed density and building heights are excessive and could have unacceptable visual and environmental impacts. The landscape revisions are welcomed, however the architecture could still be improved. The reduction in the scale of the leisure centre is supported.

- **Trees and landscape:** No objections on trees, mitigation strategy, landscape and ecology subject to conditions and obligations.
- **Highways:** Conditions and obligations secured for car club, contributions for buses, Travel Plan monitoring, and parking studies, residential, commercial and leisure centre travel plans, car park management plans, ATZ assessment, delivery and servicing plan, operational waste management strategy, cycle parking, and demolition and construction management and logistics plan.
- **Lead Local Flood Authority:** Condition secured.
- **Barnet Street Trees:** Concern raised regarding the removal of street trees.
- **Barnet schools:** There are currently sufficient school places within the statutory safe walking distance to accommodate the number of children expected.
- **Public health:** No objections raised. Comments relating to methodology and scope, health priorities, climate and housing design, employment and inequalities, community and social cohesion, opportunities to enhance health, missed opportunities, and infrastructure capacity. The applicant has responded directly to the comments.
- **Green spaces:** £50,256 contribution towards Glebelands open space secured in S106 agreement.
- **Housing:** No objections raised. Comments relating to affordable housing, housing mix, and inclusive access.
- **Refuse and recycling:** No objection raised. Comments relating to bins, storage, and collection plans.
- **Public rights of way:** Clarifications sought on the draft enhancement and mitigation strategy. £50,256 Glebelands open space contribution secured in the S106 agreement.

Individual neighbourhood responses

36. As part of the public consultation process, Barnet Council publicised the application by sending notifications to local addresses, issuing site and press notices and consulting relevant statutory bodies.
37. Following the neighbourhood consultation process, Barnet Council received a total of 421 responses (387 in objection, 31 in support and 3 neutral). A petition of objection containing 672 signatures was also received, as well as representations of objection including from the following local community groups: Coppetts Wood Conservationists, Barnet Green Spaces Network, Greater London Reserve Forces

and Cadets Association, Frog Life Trust, London Essex and Hertfordshire Amphibian and Reptile Trust, London Amphibian and Reptile Group, Glebelands Bowls Club, Old Albanians Football Club, Albanians Association, London Natural History Society, Our North Finchley Campaign, and The Finchley Society. A second online petition with 8,388 signatures objecting to the development has formally been received by the Council.

38. Copies of all responses to public consultation, and any other representations made on the case, have been made available to the GLA, and are summarised below.

Neighbourhood and community group objections

- Development in excess of Local Plan site allocation
- Inappropriate buildings on MOL and loss of open space on Glebelands, harm to openness of MOL, loss of playing fields
- Buildings out of scale and character with surrounding context
- Proposed scheme too high and excessive density
- Proposed blocks cause overshadowing, loss of privacy and loss of daylight and sunlight to neighbouring properties
- Proposed scheme not fit-for-purpose
- Heritage harm
- Insufficient levels of affordable housing and tenures inappropriate/ not genuinely affordable
- Risk of over-priced homes low in demand, high vacancy rates
- Housing mix does not comply with Local Plan policy
- Internal layout and design of proposed homes inadequate (particularly number of single aspect homes, overheating and poor ventilation and outlook), doesn't comply with housing design standards
- Loss of community facilities including cinema, bowling alley, restaurants, which are accessible and affordable for families
- Detrimental impact on social cohesion and mental well-being from loss of facilities, impacts on crime and increased anti-social behaviour ('ASB')
- Insufficient parking for leisure centre, impacts on Glebelands Bowls Club and David Lloyd leisure centre causing increased traffic and parking demand on local streets
- Replacement leisure centre doesn't offer same facilities for children as existing
- Inadequate parking levels for disabled occupiers and families
- Over-reliance on buses from the site, causing increased demand and congestion particularly with low PTAL, assumptions on additional walking/cycling unrealistic
- Inadequate servicing arrangements, shortfall in loading bays within site
- Lack of childrens play space within the development
- Detrimental impact on biodiversity, wildlife and ecological impacts from development, in particular impacts on Great Crested Newts and other protected species
- Insufficient assessment of wind impacts
- Increased pressures on local health infrastructure and education facilities from increased population, as well as utilities infrastructure
- Higher risk of crime, impact on local policing, lack of funding for CCTV and youth outreach, needs dedicated police hub on site

- Construction impacts from long-term phased approach to development (including noise, vibration, impacts on air quality), as well as increased traffic disruption/ road closures
- Risk of economic displacement, no relocation support for businesses
- Loss of employment
- Lack of transparency in the planning process

Neighbourhood support

- Proposed scheme would provide significant number of homes (including affordable homes)
- Architectural design/ quality of proposed buildings is high
- Significant improvement in site from current car-dominant development, more sustainable
- New leisure centre would be an improvement with upgrades to facilities, cater for all age groups
- Improved public realm and more vibrant commercial and social spaces
- Increased greening and more pedestrian friendly environment
- Development will promote inclusivity and accessibility, better social cohesion and public spaces
- Reduction in ASB/ improved safety by reducing parking
- Increased employment and economic growth/ vitality for local area, new opportunities for local businesses from new commercial units

Representation from MPs

39. Barnet Council received representations from Sarah Sackman MP regarding the likely impacts of the proposals on the Glebelands Indoor Bowls Club, and concerns regarding the scale, density and heights of the proposed scheme. Additionally, the scheme lacks sufficient affordable housing, requires further upgrades to public transport services, and the replacement leisure centre lacks the same level of facilities as existing.

Representations made to the Mayor of London

40. The Deputy Mayor took over the planning application for his own determination on 19 January 2026. Letters to neighbours outlining that the Deputy Mayor would be responsible for determining this planning application instead of the Council were sent on 19 February 2026. The letters advised that if substantial amendments are made to the application, a public consultation will be held.
41. As outlined in this report, there were no substantial amendments made to the application following the decision to call in the application. Therefore, a further public consultation was not required.
42. At the time of writing, a total of 2056 responses were received to the notification letters through the GLA's PlanApps website, of which all but 15 objected to the application.
43. All these responses have been made available to the Deputy Mayor and have been taken into account in this report.

Objections

44. The issues raised in objection can be summarised, as follows:
- Loss of existing uses such as the leisure centre, playing fields, restaurants, bowling alley, cinemas and its impact on the local community;
 - Excessive in height, scale, and density
 - Heritage, townscape, and visual impacts
 - Inadequate affordable housing
 - Inadequate car parking
 - Impact on MOL
 - Local of healthcare and community facilities
 - Poor residential quality
 - Daylight and sunlight impacts
 - Precedent for overriding community engagement
 - GLA call-in undermines local democratic processes
 - Impacts to local infrastructure

Principal planning issues

45. Having regard to the site and the details of the proposed development, relevant planning policy at the local, regional and national levels; and, the consultation responses and representations received, the principal planning issues raised by the application that the Deputy Mayor must consider are:
- Land use principles;
 - Affordable housing and housing mix;
 - Urban design;
 - Heritage;
 - Surrounding amenity impacts;
 - Green infrastructure and the natural environment;
 - Sustainability and climate change;
 - Transport;
 - Socio-economic impacts;
 - Mitigating the impact of development through planning obligations;
 - Planning balance; and
 - Environmental Impact Assessment.

46. These issues are considered in the following sections of this report.

Land use principles

47. The comprehensive residential-led mixed-use redevelopment and intensification of the site, including the re-provision of the existing leisure centre, is supported in principle. The Local Plan identifies the site (site allocation no. 58) as being suitable for residential-led mixed-use development with commercial, leisure and community uses with an indicative residential capacity of a minimum of 352 new homes. It was established during pre-application discussions with the GLA and the Council that there could be a significant uplift on this capacity subject to a design-led approach to the scheme being demonstrated (as contemplated by the site allocation itself), which will be considered in more detail in this report.

48. Policy SD7 of the London Plan seeks to encourage boroughs to realise the full potential of existing out-of-town centre retail and leisure parks to deliver housing intensification through redevelopment and ensure such locations become more sustainable in transport terms. This application seeks to provide 1,485 new homes on the site across five phases, with a significant proportion of the affordable housing being proposed in the early phases.

Principle of residential development

49. Housing delivery is a key planning objective at national, regional and local level. Section 5 of the NPPF acknowledges the need to deliver a sufficient supply of housing. Section 11 promotes and supports the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained, and available sites could be used more effectively.
50. Policies GG2 and GG4 of the London Plan support this position. Policy H1 of the London Plan states that to ensure boroughs achieve their 10-year housing targets, boroughs should seek to optimise the potential for housing delivery on all suitable and available brownfield sites. The London Plan sets Barnet a completion target of 23,640 units between 2019/20 and 2028/29. Policy H4 of the London Plan identifies a strategic target of 50% of all new homes delivered across London to be genuinely affordable. It is noted that the site is allocated for residential development in the Local Plan.
51. Policy HOU01 of the Local Plan states that the Council will seek to maximise the delivery of affordable housing in accordance with the London Plan. The strategic target is for 50% of all new homes delivered across the borough to be genuinely affordable.
52. The proposed development includes 1,485 residential units which would assist with the meeting the housing needs of the borough, including providing a significant level of affordable housing units. The proposal includes 25% affordable housing by habitable room with 60% Social Rent and 40% London Shared Ownership.
53. The 1,485 residential units would equate to 62.8% of Barnet's current annualised housing target of 2,364 and 6.2% of the borough's 10-year London Plan target of 23,640 net housing completions. While it is noted that the borough is generally performing well against the London Plan housing targets, in the context of London's overall housing need, the proposed development would significantly contribute towards the delivery of housing, in line with Policy H1 of the London Plan.
54. The provision of 341 affordable homes (indicative) would contribute towards the Mayor's strategic target of 43,500 affordable homes per year. The proposed development would be equivalent to 0.7% of London's annual affordable housing need, which is not considered to be an insignificant amount on a singular site. At a local scale, the proposed affordable housing offer would equate to approximately 28.85% of the targeted 1,182 affordable dwellings per year.

55. Overall, the principle of residential units is supported in line with the NPPF, Policies GG2, GG4 and H1 of the London Plan, and Policy HOU01 of the Local Plan, subject to the detailed consideration of the below.

New, replacement and loss of sport and leisure facilities

56. Paragraphs 96-104 of the NPPF state that planning decisions should promote healthy and inclusive communities, safeguard valued facilities, and only permit their loss where they are demonstrably surplus, replaced by equivalent or better provision, or where alternative sporting benefits clearly outweigh any loss. Paragraph 103 further highlights the importance of access to high-quality open space and opportunities for physical activity in supporting health and well-being. This is supported by Policy S5 of the London Plan which requires boroughs to protect and enhance existing facilities and Policy CHW01 of the Local Plan which aims to protect existing leisure and community uses and supports their redevelopment only where replacement facilities are of equal or greater community value.
57. The proposed development includes the replacement of the existing 2,171 sq.m. leisure centre with a new 3,791.4 sq.m. leisure centre. The new leisure centre will include a 25 metre indoor swimming pool, learner pool, lido water area, sauna, steam room, fitness suites, studios and changing areas, play room, café, and other health and leisure facilities. Although not all facilities are replaced on a like-for-like replacement, such as the leisure water area with wave machine, the new leisure centre represents a significant qualitative and quantitative uplift in leisure provision, which is high-quality, modern, functional, and accessible. It is noted that Sport England raise no objection subject to conditions requiring that the leisure centre and changing rooms be designed in accordance with Sport England guidance. In this instance as the leisure centre has been designed to the Council's specifications. It is noted in the phasing strategy that the existing leisure centre will remain open to the public until the new leisure centre opens. Provisions for this are secured in the S106 agreement.
58. The proposed development includes the demolition of the existing derelict outdoor sports changing pavilion adjoining the Glebelands Playing Fields and its replacement with a new sports pavilion containing changing facilities, accessible WCs, secure storage, and welfare areas. It is noted that Sport England raise no objection subject to conditions requiring that the sport pavilion be designed in accordance with Sport England guidance and for the existing pavilion to be available until the new pavilion is delivered. The applicant has explored opportunities for this; however, it is not considered feasible within the anticipated first phase, particularly as the existing leisure centre must remain operational during early construction phases. It is considered that the temporary absence of the facility will not materially impact on sports provision, and therefore this approach is accepted. It is noted that the new pavilion will marginally encroach onto the playing field but will not result in a loss of pitch capacity or useability. Sports England have confirmed that the playing fields maintain capacity and functionality.
59. The proposed development includes the demolition of the existing 275 sq.m. sports hall which contains changing facilities but is no longer in use by users of

the Glebelands playing fields. It is proposed to consolidate these facilities within leisure centre in 340 sq.m. multipurpose studios, which have been designed to accommodate a range of sports and recreational facilities with access to changing facilities. Sports England raised no objection to this approach. GLA officers also support this approach.

60. The proposed development includes the removal of the existing outdoor bowling green which has been disused for several years and is in poor condition. The applicant has identified several other bowling facilities in the area, including at Finchley Victoria Park Bowling & Croquet Club who are accepting new members. Sport England raise no objection to the loss of the outdoor bowling green as adequate provision exists locally and the disused green is surplus to requirements. GLA officers accept the loss of the outdoor bowling green.
61. Overall, the replacement sport and leisure facilities represent a qualitative and quantitative improvement on the existing and will support community health and wellbeing and is supported in line with the NPPF, Policy S5 of the London Plan, and Policy CHW01 of the Local Plan.

New, replacement and loss of main town centre uses

62. The NPPF defines leisure, retail and commercial uses falling within Use Classes E and F2 as main town centre uses. Chapters 6 and 7 sets out the Government's objective to build a strong and competitive economy, but also the need to ensure the vitality of town centres. Paragraph 90 specifically requires the application of a sequential test approach for proposals with main town centre uses outside of existing town centres. Paragraph 94 also notes the requirement for an impact assessment where developments are likely to have a significant effect on nearby town centres.
63. Policies SD6, SD7 and E9 of the London Plan support the renewal of London's town centres as the preferred locations for main town centre uses. However, these policies also acknowledge that many existing out of centre leisure parks and retail clusters are outdated and present opportunities for housing-led mixed-use redevelopment, where such proposals contribute to regeneration and do not undermine designated centres. Policy SD7 seeks to encourage boroughs to realise the full potential of existing out-of-town centre retail and leisure parks to deliver housing intensification through redevelopment and ensure such locations become more sustainable in transport terms.
64. Policies GSS01 and TOW01 of the Local Plan acknowledge that main town centre uses may appropriately form part of regeneration schemes outside of designated centres, provided their scale and nature are proportionate to the local catchment and complementary to the primary use of the site.
65. The proposed development includes the closure and demolition of the existing cinema, bowling alley, restaurants, and associated surface level car park. The applicant has provided a detailed justification for the loss of these existing uses. It demonstrates that the redevelopment will result in the release of approximately £28.2 million of existing leisure expenditure, which will be diverted to nearby town centres such as North Finchley, supporting their vitality. In addition, the new residential population is projected to generate £27.7 million in annual expenditure,

further reinforcing local economic activity. Even under a worst-case scenario, the analysis concludes that between £24.8 million and £35.3 million of surplus expenditure will be generated, resulting in a net positive economic impact on designated centres.

66. The proposed development includes 2,590 s.q.m of flexible commercial floor space (Use Class E(a-g)) and 6,944 q.m. of leisure facilities (Class E(d)). The commercial floor space provision is modest in scale and neighbourhood focused, which supports the transformation of the site from a car-dependent out of town centre location to a compact, urban neighbourhood.
67. Overall, the mixed-use redevelopment of the site to provide new leisure and commercial uses to complement residential uses in a sustainable, urban location is strongly supported in line with Chapters 6 and 7 of the NPPF, Policies SD6 and SD7 of the London Plan and Policies GSS01 and TOW01 of the Local Plan.

Development on Metropolitan Open Land

68. Part of the application site is located within designated MOL. Policy G3 of the London Plan and Policy ECC06 of the Local Plan requires that MOL is afforded the same status and level of protection as the Green Belt. It highlights the role of MOL in protecting and enhancing the open environment, contributing to Londoners' quality of life through opportunities for sport, leisure, heritage, biodiversity, food growing, and physical activity. It also encourages boroughs to work with partners to improve the quality and diversity of MOL uses. Enhancements that increase public access and provide appropriate recreational facilities, while maintaining MOL openness, are supported.
69. Paragraphs 153 and 154 states that construction of new buildings in the Green Belt is generally inappropriate unless specific exceptions apply. These include:
 - a) Paragraph 154(b): Provision of appropriate facilities for outdoor sport, recreation, cemeteries, and allotments, provided they preserve openness and do not conflict with the purposes of including land within the Green Belt.
 - b) Paragraph 154(d): The replacement of a building provided new building is in the same use and not materially larger than the one it replaces;
 - c) Paragraph 154(g): Limited infilling or redevelopment of previously developed land, including changes to residential or mixed use, where this would not cause substantial harm to openness.
70. As illustrated in the diagram below, there are three elements proposed part to be within land designated as MOL namely part of the proposed outdoor lido and changing huts, a replacement sports changing pavilion, and a children's play area.

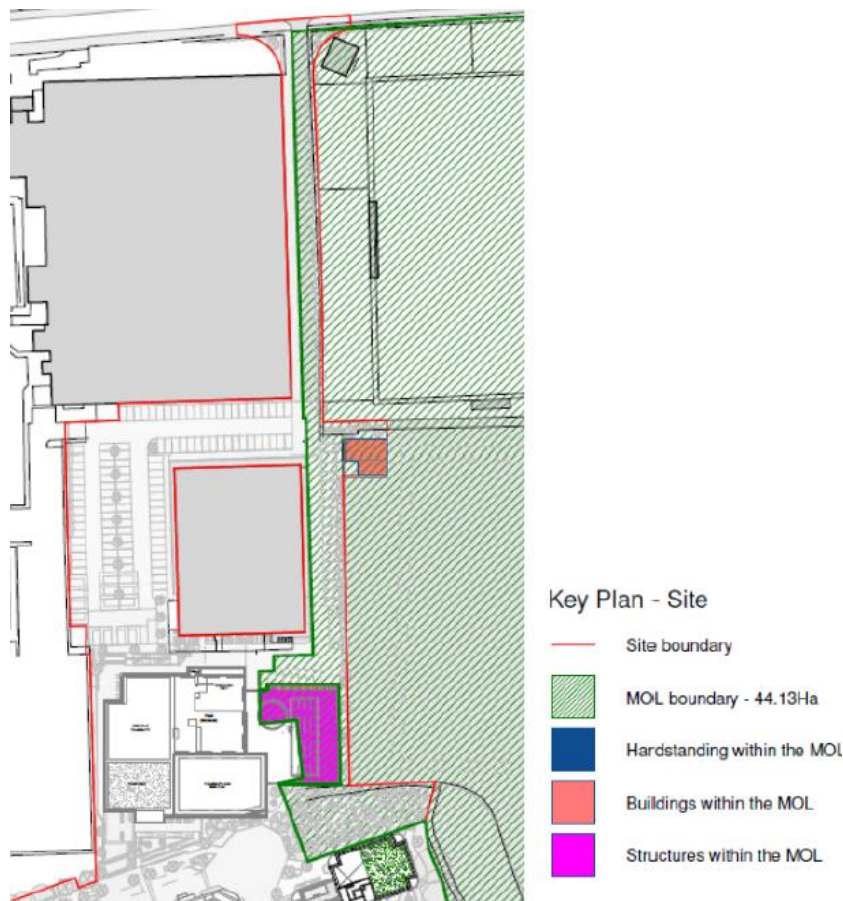


Figure 6: The MOL boundary with proposed buildings and structures

71. The proposed development will include 234 sq.m. of built footprint in the MOL which includes the pavilion, hardstanding, and ancillary lido structures.
72. The proposed pavilion would replace a disused and derelict structure within the same area as MOL and would provide changing and welfare facilities for the adjoining playing fields. The new building is single storey and includes a green roof and natural cladding, which reduces its visual impact and is not materially larger than the one it replaces and would not represent in appropriate development.
73. The proposed outdoor lido is partially located on land that is currently occupied by hardstanding and surface car parking within the MOL. The lido would be low-level and would be integrated with green infrastructure, which would soften its visual impact and would replace an area of hardstanding. Its clear recreational use would be appropriate development, and the structures are designed to retain a sense of visual openness.
74. The proposed children's play area is adjacent to the lido and comprises low-lying play equipment and soft landscaping and given the nature of the use is not inappropriate development. The reconfiguration of the parking and additional tree planting would also soften the interface of the site to the MOL.
75. As such, the proposed Pavilion, Lido and Play area would not represent inappropriate development in accordance with Paragraph 154(b) of the NPPF, as it relates to outdoor sport and recreation, and Paragraph 154(d), as the

replacement buildings will continue in the same use. The limited scale of the buildings and structures and the introduction of greening also preserve the openness in accordance with Policy G3 of the London Plan and Policy ECC06 of the Local Plan.



Figure 7: The Glebelands open space adjacent to the site

Summary

76. The comprehensive residential-led mixed-use redevelopment and intensification of the site, including the reprovision of the existing leisure centre and enhanced sporting and leisure facilities, is supported in line with the local site allocation. The loss of the existing retail and leisure uses within the out-of-town centre leisure park is supported. The delivery of 1,485 residential units as 25% affordable housing is strongly supported and would contribute to London and local housing targets. The development within the MOL is not inappropriate and would not cause harm to the openness of the MOL. Therefore, the application satisfies the requirements of the NPPF, London Plan and local policies.

Housing

Affordable housing

77. The NPPF sets out the Government's approach to the delivery of new housing, including a requirement for housing of different sizes, types and tenures to meet the needs of different groups.

78. Policies H4, H5 and H6 of the London Plan promote the maximisation of affordable housing delivery and ensuring that supply is genuinely affordable. Policy H4 and the Mayor's Affordable Housing and Viability SPG set a strategic target of 50% affordable housing in all new developments.
79. Policy H6 of the London Plan and the Mayor's Affordable Housing and Viability SPG set out a preferred tenure split of at least 30% low-cost rent, at least 30% intermediate, and the remaining 40% to be determined by the borough as low-cost rented homes or intermediate based on identified need. Policy HOU01 of the Local Plan seeks a minimum of 35% affordable housing with a tenure mix of 60% social rent and 40% intermediate.
80. The Mayor published the Support for Housebuilding LPG on 25 March 2026 which introduces a time-limited planning route. . The time-limited planning route is a departure from London Plan Policy H5 and has been introduced as an emergency measure to help address the current significant downturn in housing delivery in London. To be eligible for this route, residential developments must meet or exceed the time-adjusted affordable housing thresholds of 20% by habitable room on private land and 35% by habitable room on public land. Where a site includes both public and private land, the London Plan allows for a blended threshold to determine whether the Fast Track Route applies. The blended approach for this scheme would usually sit at 40% by habitable room. When considering the time-limited planning route, the blended approach for this scheme sits at 25% by habitable room. Schemes meeting this threshold can follow the Fast Track Route.
81. The LPG states that an early-stage review is triggered where a defined substantial implementation milestone has not been reached within 30 months starting from the granting of planning permission, or a period agreed with by the LPA or Mayor. This is also subject to a five-year long stop date from the granting of planning permission to achieve the substantial implementation milestone. The applicant has confirmed that substantial implementation can be achieved within 36 months of granting of planning permission due to the need to deliver the replacement leisure centre in the early phases and progress through BSR Gateway 2 for the first residential phases and GLA officers are supportive.
82. The applicant is currently investigating the availability of grant to increase the level of affordable housing proposed to 40%. Should grant funding be available then the development would be capable of accommodating additional affordable housing.
83. The proposed development includes 25% affordable housing by habitable room consisting of 60% social rent and 40% London Shared Ownership. The tenure and unit mix are as follows:

Type	Market		Social Rent		Intermediate		Total
	M4(2) Compliance	M4(3) Compliance	M4(2) Compliance	M4(3) Compliance	M4(2) Compliance	M4(3) Compliance	
1 Bed 1 pers	98	0	0	0	0	0	98
1 Bed 2 pers	310	77	26	18	48	8	487
2 Bed 3 pers	116	13	0	0	6	0	135
2 Bed 4 pers	357	1	59	1	78	0	496
3 Bed 5 pers	119	1	69	7	10	0	206
3 Bed 6 pers	30	22	0	0	0	1	53
4 Bed 6 pers	0	0	10	0	0	0	10
Total	1,030	114	164	26	142	9	1,485

Figure 8: The proposed tenure mix

84. Affordability levels, and requirements on substantial implementation and review mechanisms, have been secured in the S106 agreement.
85. The proposals do not meet the requirements of London Plan Policy H5 however the proposals do meet the requirements of the time-limited planning route set out in the Support for Housebuilding LPG. GLA officers consider that the overall affordable housing provision is acceptable and satisfies the requirements of the NPPF, Policy H4, and H6 of the London Plan, the Support for Housebuilding LPG, and Policy HOU01 of the Local Plan.

Housing mix

86. Policy H10 of the London Plan states that a range of unit sizes are to be provided and sets out a number of factors that schemes should take into account when considering an appropriate mix of homes on a site. It recognises that locations which are closer to a town centre or station, a higher proportion of one and two bed units would generally be considered more appropriate. Policy HOU02 of the Local Plan seeks to deliver mixed and inclusive neighbourhoods, with proposals expected to provide a mix of dwelling types and sizes to help meet current and future housing needs. Key considerations in ensuring an appropriate mix include site size, surrounding context (including town centre location), PTAL, and character, mix of uses and ranges of tenures as part of overall site optimisation.

Type	Market		Social Rent		Intermediate		Total
	M4(2) Compliance	M4(3) Compliance	M4(2) Compliance	M4(3) Compliance	M4(2) Compliance	M4(3) Compliance	
1 Bed 1 pers	98	0	0	0	0	0	98
1 Bed 2 pers	310	77	26	18	48	8	487
2 Bed 3 pers	116	13	0	0	6	0	135
2 Bed 4 pers	357	1	59	1	78	0	496
3 Bed 5 pers	119	1	69	7	10	0	206
3 Bed 6 pers	30	22	0	0	0	1	53
4 Bed 6 pers	0	0	10	0	0	0	10
Total	1,030	114	164	26	142	9	1,485

Figure 9: The proposed unit mix

87. Policy HOU02 of the Local Plan states there is a particular need for two-, three- and four-bedroom properties across all tenures. There is a need for family homes to be provided in the market housing. Barnet's Strategic Housing Market Assessment ('SHMA') highlighted that for low-cost rent and intermediate affordable housing products, the greatest needs were for two and three bed properties.
88. The overall mix demonstrates that a substantial proportion of the homes provided, particularly within affordable tenures, are one and three bed units which is consistent with the SHMA. Although a large number of market units are 1-2 persons and 2-bed 4 person units, the overall mix favours ensuring family homes are prioritised within the affordable tenures, where need is most acute need in the borough.
89. Overall, the proposed housing mix is considered acceptable and satisfies the requirements of Policy H10 of the London Plan and Policy HOU02 of the Local Plan.

Standard of accommodation

Unit sizes

90. All of the residential units within the proposed development would be compliant with the respective minimum gross internal floorspace areas, the requirement for ceiling heights, and standard room widths, as set out within the national space standards.

Daylight, outlook and privacy for future occupants

91. 68% of residential units within the proposed development are dual aspect, including 97% of family units (2 bedroom or larger). Single aspect units have been minimised as far as possible. Where they do occur, typically along the flanks of buildings, they are generally smaller units. A small proportion of units (3%) are single aspect north facing.
92. The majority of inter-block distances are approximately 18 metres or greater. Whilst a small number of block separations measure between 14 and 17 metres, the orientation of these homes ensures that bedrooms are positioned to avoid direct overlooking of living rooms at shorter distances. It is noted that the affected units are dual aspect, which improves privacy, outlook and sense of enclosure. GLA officers consider that the development provides acceptable outlook and separation between blocks.
93. The applicant has submitted an internal daylight and sunlight assessment which undertakes a detailed technical analysis of daylight and sunlight within the proposed development by reference to BRE Guidelines and other relevant target criteria. The assessment found that 73% of the 4,046 habitable rooms fully meet BRE spatial daylight autonomy targets. This rises to 78% when including rooms that marginally fall short of targets. Lower daylight levels are found in rooms on

lower floors and beneath balconies. Overall, the development is considered to provide good levels of daylight and sunlight.

94. The majority of communal and public open spaces, including the play spaces and lido, meet the BRE target of at least two hours of direct sunlight on over 50% of their area on 21 March. Whilst there are identified shortfalls particularly in the central street these occur due to the site optimisation and would mitigate overheating with significantly improved sunlight levels in summer months.



Figure 10: Sun hours on ground assessment – 21 March

Noise and overheating

95. The applicant has submitted a noise and vibration assessment within the ES that confirms there would be no significant adverse impacts for future residents of the scheme. It is also noted that the Council's Environmental Health officer raised no objection in this regard subject to the secured conditions in relation to noise impacts. The applicant has submitted an Overheating Assessment. In addition, dynamic thermal modelling was undertaken on the worst-case units for overheating risk which are identified in Blocks A2, A3, A4 and B3, which followed the London Plan hierarchy and tested a series of iterative design scenarios. Due to external noise constraints, bedroom windows on certain facades cannot be left open at night, and therefore, mechanical ventilation with localised cooling is included to maintain compliance.
96. The results demonstrate that with the suitable mitigations in place, all modelled units meet the Approved Document O and CIBSE TM59 overheating criteria under

the standard DSY1 weather profile, with acceptable performance also maintained under the more extreme DSY2 and DSY3 weather years. The Council's energy and sustainability officer supports these findings.

97. Overall, the proposed development is acceptable with regards to noise and overheating and meets the requirements of Policies D14 and S14 of the London Plan and Policies CDH01, ECC02 and ECC03 of the Local Plan.

Amenity space

98. The development provides approximately 4,800 sq.m of private communal gardens. In addition, all homes are provided with private amenity space in the form of balconies or terraces that meet the minimum standards in Policy D6 of the London Plan and Policy CDH07 of the Local Plan.

Children's play space

99. The proposed development would deliver 7,284 sq.m. of play space, including 3,553 sq.m. for 0-4 year olds, 2,492 sq.m. for 5-11 year olds and 1,239 sq.m. for 12-18 years olds. The total play space that would be provided is 7,284 sq.m. This provision exceeds the minimum requirement of 7083 sq.m. as per the GLA play space calculator.
100. GLA officers consider the approach to play space is well-considered with a wide variety of play spaces for different age groups. Further details on play equipment have been secured by condition (Condition 18). The provision of play space is secured in the S106 agreement. The proposal satisfies the requirements of Policy S4 of the London Plan and Policy CDH07 of the Local Plan.

Conclusion

101. Therefore, the application satisfies the requirements of Policy D6 and S4 of the London Plan and Policy CDH01 and CDH07 of the Local Plan.

Inclusive access

102. The application proposes that 10% of dwellings would be built to meet Building Regulation M4(3) 'wheelchair user dwelling' requirement, with the remaining 88% designed to meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'. Within this, the affordable rent units are specified to M4(3)(2)(b) standards (wheelchair accessible), while the intermediate and market units are designed to M4(3)(2)(a) standards (wheelchair adaptable). The applicant has demonstrated how the M4(3)(2)(a) units can be adapted in future to meet the needs of wheelchair users. These details have been secured by condition.
103. Disabled persons parking will also be provided in accordance with the London Plan, which requires provision for 3% of dwellings. This is discussed further in the transport section of this report.
104. The application satisfies the requirements of Policies D5 and D7 of the London Plan and Policy CDH01 and CDH02 of the Local Plan.

Urban design

Design scrutiny

105. During the preparation of the planning application, the applicant met with the Barnet's Quality Review Panel ('QRP') in August 2023, June 2024, and October 2024.
106. Across the three QRPs, the proposed development has been recognised as a major opportunity to create a new high-quality neighbourhood. Early feedback highlighted the need for a clearer vision, stronger community engagement and a more landscape-led approach, alongside questions about density, environmental performance and links to Glebelands. Later reviews acknowledged design progress but remained concerned about the massing, the height of the tallest tower, the quality of amenity spaces and the overall coherence of the masterplan, including the leisure centre. Overall, the panels have continued to call for stronger townscape testing and microclimate-informed public realm design to justify the scale of development.
107. Overall, it is considered the proposed development had appropriate design scrutiny and detail and therefore satisfies the requirements of Policy D4 of the London Plan.



Figure 11: CGI of the proposed leisure centre

Tall buildings, height, scale, and massing

108. The London Plan states that a tall building should be above 6 storeys or 18 metres in height. Policy D9 (Part B) states that tall buildings should only be developed in locations identified as suitable for tall buildings in development plans. Part C of Policy D9 also states that tall buildings must address their visual, functional, environmental, and cumulative impacts.

109. Policy CDH04 of the Local Plan sets out the Council's position on tall buildings, defining them as blocks of eight storeys or more, or 26 metres above ground level. Part A of the policy states that tall buildings may be appropriate in Barnet's identified growth areas, where higher densities and increased building heights are anticipated to support regeneration and sustainable development.
110. The proposal includes a series of tall buildings up to 25 storeys in height as illustrated in the Figure 5 above. This constitutes a 'tall building' according to the borough's local definition with the London Plan stating that a tall building should be above 6 storeys or 18 metres in height. The site is not identified in the local plan as a site which is suitable for tall buildings. Accordingly, the proposals fail to meet the locational requirements of Policy D9 (Part B) of the London Plan and Policy CDH04 of the Local Plan.

Townscape and Visual impacts

111. Part C of Policy D9 sets out requirements for assessing tall buildings, including addressing their visual, functional, environmental, and cumulative impacts. The applicant has submitted a Townscape and Visual Appraisal (TVA), with views from surrounding vantage points selected following engagement with Barnet officers.
112. The site currently contains low-rise commercial uses with extensive surface car parking, resulting in a low-density and car-dominated character. The surrounding area is predominantly residential development of varying heights between 2 – 8 storeys with relatively, interspersed with areas of open space. The introduction of multiple tall buildings up to 25 storeys would therefore result in a substantial change to the existing townscape character.
113. The proposed height and massing strategy introduces a clear height hierarchy, with the tallest elements located on the eastern side of the site adjacent to the Glebelands with building heights stepping down towards the sensitive edges. This approach helps to manage transitions in scale and reduces visual dominance when viewed from within the local area. At street level, the perception of height is moderated using podium elements, articulated facades, and active frontages. The architecture and materials used throughout the scheme assist in reducing the perception of visual bulk.
114. GLA officers raised concerns with the proposed height and massing in the Stage 1 report. Of particular concern were the three park buildings which form a group to the south of the tallest 'marker' buildings which have varying heights of 15 and 17 storeys, connected via two 8 storey links (buildings F1-F3 of Figure 14 below). The scale of the links was considered to form a barrier between the development and the Glebelands.
115. However there have since been changes made to the massing of the buildings addressing the park edge, including a reduction in the height of the link blocks by 2 storeys, and changes to the form and materiality which create a more uniform appearance. This has been successful in reducing the appearance of a 'wall' of development in mid and long range views. The top of the tallest building incorporates a crown structure with stepped modulation, and is considered to positively contribute to the emerging skyline in long-range views.

116. For a resident or visitor at street level within the site, the reduction in height is not likely to be perceptible, and a sense of disconnection from the park might potentially remain, however, the applicant has sought to mitigate this by redesigning the ground floor lobby areas of the park blocks so that in immediate views at street level from Park Avenue, there are clear views through the lobbies to the planting and landscape beyond. This does create some visual permeability from within the site and is a positive change.
117. Overall GLA officers consider that the massing and height of buildings have been carefully distributed across the site to minimise visual intrusion, with taller buildings placed away from sensitive residential areas and heritage assets. The architectural quality, slender profiles, and material palette of the proposed buildings are intended to mitigate any potential visual impact and contribute positively to the townscape.



Figure 12: CGI of the tallest buildings from the Glebelands



Figure 13: CGI of the frontage taken from High Road North

Environmental impacts

118. The daylight and sunlight assessment identified that nearby residential properties would experience some reductions in daylight and sunlight levels. Whilst some impacts fall outside BRE guideline targets, the majority of impacts remain within acceptable urban tolerances and do not result in unacceptable living conditions for existing residents. The scale of the site and separation distances, combined with the layout of buildings, assist in mitigating the most severe impacts.
119. A wind microclimate assessment has been submitted as part of the ES. The assessment found that some areas including entrances, terraces and balconies experience wind conditions marginally above comfort thresholds. Mitigation measures, including landscaping, wind screens and terrace enclosures have been incorporated into the design. Post-mitigation testing confirms that all areas would meet or exceed accepted comfort and safety measures. A condition is secured for the wind mitigation measures to be secured.
120. As discussed elsewhere in this report, the development is acceptable in regard to air quality, noise, and flood risk, with appropriate conditions secured where necessary.

Functional Impacts

121. GLA officers are satisfied that the proposed development would align with the functional tall building criteria set out within London Plan policy D9(C)(2) and Policy CDH04 of the Local Plan which requires sufficient access to public transport and access to local services and facilities. Notably the site is well connected to walking, cycling and public transport facilities especially bus

services. In addition, there will be meaningful regeneration benefits including construction and operational employment, a new leisure facility, retail and employment space that will support the local economy.

122. The proposed development is supported by an appropriate access and servicing strategy, with clearly defined residential entrances, legible circulation routes and active ground floor uses. Management arrangements for the tall buildings, including refuse storage, servicing and maintenance, have been adequately addressed. Management arrangements have been secured in the S106 agreement. A waste management plan and delivery and servicing plans have been secured by condition (Conditions 10 and 31).
123. Fire safety has been addressed as outlined in this report (see paragraphs 123-126). In terms of transport, mitigation measures have been secured to support the scale of development proposed. GLA officers are satisfied that the tall buildings would function effectively without resulting in unacceptable pressure on transport infrastructure or local services.

Cumulative impacts

124. The cumulative assessment submitted in support of the application demonstrates that the introduction of tall buildings would not result in harmful skyline crowding, townscape oversaturation, compounded microclimatic effects, or undue pressure on infrastructure. Adequate sky separation articulated stepped massing, and predominantly side-on orientations ensure that buildings do not visually or functionally coalesce. Mitigation measures have been embedded into the design. Accordingly, GLA officers are satisfied that no unacceptable cumulative impacts would arise.

Conclusion

125. In summary, whilst the proposed development would not comply with London Plan Policy D9 (B), it is considered to be acceptable in response to the detailed criteria set out within Policy D9(C) and Policy CDH04 of the Local Plan. It is further considered that an appropriate and acceptable design options appraisal has been undertaken in line with Local Plan policy DP12(3). In conjunction with the above, when considering the public benefits package and compliance with the development plan when read as a whole, the proposed tall buildings are acceptable.

Development layout

126. The proposed development comprises 20 blocks within 6 buildings. Buildings A (8 storeys) and B (9 storeys) front the High Road to the west and are split into 4 blocks. Building C (16 storeys) to the north is split into 4 blocks. Building D (9 storeys) to the south is split into 4 blocks. Each of these buildings sits above a podium with a central courtyard on the first floor. Building E (25 storeys) is a stand-alone tower to the north-east adjacent to the Glebelands. Building F (17 storeys) is to the south-east adjacent to the Glebelands and comprises 3 blocks connected by 6-storey linked buildings.

127. The development layout represents a transformation of the existing car-dominated leisure park into a permeable, residential-led neighbourhood structured around a clear hierarchy of streets and spaces. The masterplan establishes strong east-west connections across the site, linking the High Road to the Glebelands open space, and north-south routes that improve movement through and within the development.
128. The proposed buildings are arranged in a series of perimeter and semi-perimeter blocks that define streets and create a legible urban structure. Heights are distributed strategically across the site, with taller buildings positioned towards the north-east and along Great North Avenue, and lower-scale development stepping down towards sensitive edges and adjacent open space. This approach successfully balances site optimisation with a graduated transition in scale, reducing impacts on neighbouring residential areas and the Glebelands.
129. A network of public spaces is provided, including a central green, landscaped streets, and smaller open space. The leisure centre occupies a prominent and accessible position within the masterplan, which establishes a clear destination for both residents and the wider community. There is a good level of active frontages throughout the masterplan.
130. Overall, the proposed layout is considered to be appropriate for the site and responds well to the immediate context and therefore meets the requirements of Policy D4 of the London Plan and Policy CDH01 of the Local Plan.

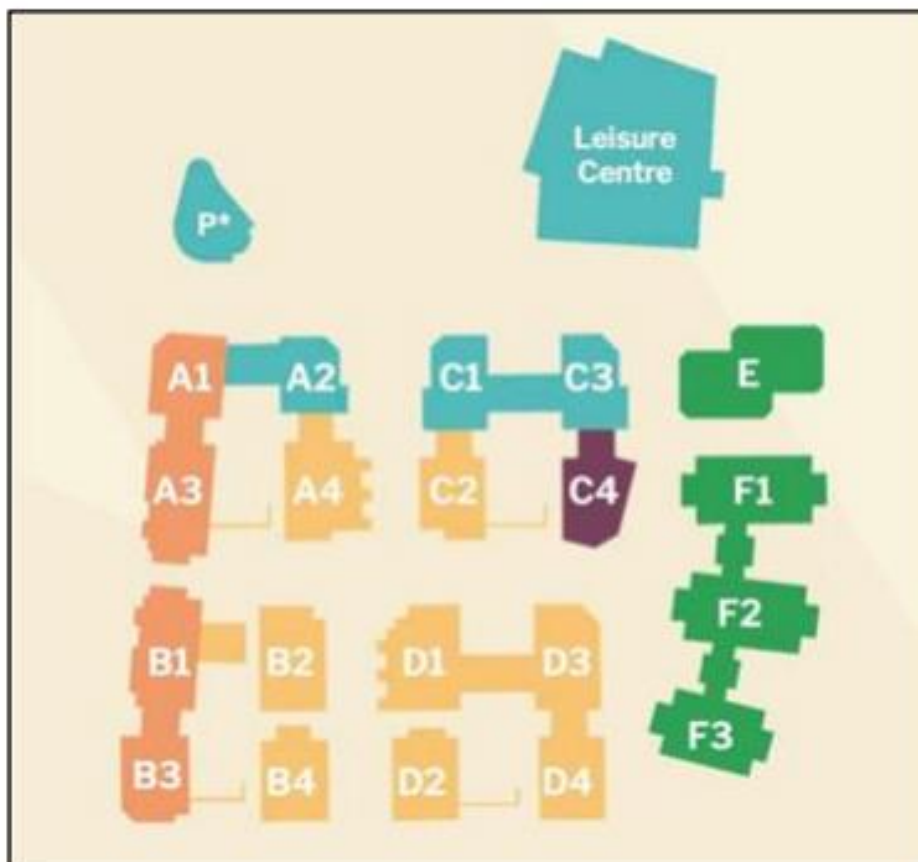


Figure 14: The proposed development layout (P = pavilion not subject of this application)

Architecture and materials

131. The proposed architectural language is contemporary and reflects the character of Finchley. The proposed palette of brick and metal is considered appropriate, and the articulation of façades through deep reveals and vertical rhythm helps reduce visual massing. Full details of materials have been secured by condition. Subject to this condition, the proposed development satisfies the design requirements of the NPPF, Policy D4 of the London Plan, and Policy CDH01 of the Local Plan.



Figure 15: CGI illustrating the form and architecture of some buildings within the development

Landscaping and public realm

132. The proposed development includes a comprehensive landscaping and public realm strategy that represents a significant improvement over the existing site, which is currently dominated by surface car parking and poor pedestrian permeability. The scheme introduces a clear hierarchy of public, communal and private spaces and includes new publicly accessible routes and spaces to improve connectivity across the site and integrate the development with its surroundings.

133. The landscape strategy delivers a substantial uplift in urban greening, including extensive tree planting, biodiverse planting, green roofs and rain gardens. The proposals significantly exceed existing site conditions and provide a stronger landscape buffer to adjacent open spaces, including the Glebelands.

134. The landscape strategy for the central east–west garden route has evolved positively. The introduction of additional seating, pergolas, larger tree planting and a reduction in cross-movement has successfully shifted the character of this space away from a through-route towards one that supports informal leisure, interaction and relaxation. These amendments are supported.
135. High-quality landscaped communal courtyards and gardens are provided for residents, offering a mix of amenity space, play spaces and seating within well-designed environments that receive adequate daylight and sunlight.
136. A condition is secured for a detailed landscaping and public realm strategy to be submitted and implemented prior to occupation. Overall, the development meets the requirements of Policy D8 of the London Plan and Policy CDH03 of the Local Plan.



Figure 16: Development layout with landscaping proposals

Fire safety

137. Policy D12 of the London Plan requires development proposals to achieve the highest standards of fire safety. Policy D5(B5) of the London Plan further requires new development to be designed to incorporate safe and dignified emergency evacuation for all building users.

138. The applicant has submitted a Fire Statement and Gateway One fire statement prepared by a suitably qualified fire engineer. The submitted Fire Statement demonstrates how the requirements of Policy D12 (Parts A and B) have been addressed, including matters relating to fire spread, means of escape, fire service access and facilities, evacuation lifts, and evacuation strategy. A second stair is provided in all buildings over 18 metres in height.
139. HSE Gateway One and the London Fire Brigade have raised no objection, but expected further clarification and details to be addressed in Building Regulation stages. Compliance with the agreed fire statement has been secured by condition (Condition 2). The requirements for evacuation lifts and the submission of a final fire statement have been secured by condition.
140. In summary, the proposed development demonstrates an acceptable approach to fire safety at the planning stage and complies with the requirements of Policies D5 and D12 of the London Plan.

Conclusion on urban design

141. The design and layout principles of the proposal are well-considered and would optimise development capacity. Whilst the site is not specifically identified as an area appropriate for tall buildings GLA Officers consider it is a location where it is appropriate to promote its design-led optimisation. The heights of the proposed buildings have been carefully considered in terms of visual, functional, environmental and cumulative impacts which has resulted in an optimised composition of tall buildings of the highest design and architectural quality. Overall, the proposals are considered acceptable in urban design terms and consistent with the detailed design objectives of the London Plan and the Local Plan.

Heritage

Heritage assets

142. The Planning (Listed Buildings and Conservation Areas) Act 1990 sets out the statutory duties for dealing with heritage assets in planning decisions. In relation to listed buildings, all planning decisions should “have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses” and, in relation to conservation areas, special attention must be paid to “the desirability of preserving or enhancing the character or appearance of that area”.
143. The NPPF states that when considering the impact of a proposal on the significance of a designated heritage asset, great weight should be given to the asset’s conservation, and the more important the asset, the greater the weight should be. ‘Significance’ is the value of the heritage asset because of its heritage interest, which may be archaeological, architectural, artistic or historic, and may derive from a heritage asset’s physical presence or its setting. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. Where a development will lead to ‘less than

substantial harm', the harm should be weighed against the public benefits of the proposal.

144. The effect of development on the significance of any non-designated heritage assets should also be taken into account. In weighing applications that affect non-designated heritage assets, a balanced judgment will be required having regard to any harm or loss of significance to the asset.
145. Policy HC1 of the London Plan requires development proposals to conserve significance by being sympathetic to the assets' significance and appreciation within their surroundings, avoid harm and identify enhancement opportunities by integrating heritage considerations early in the design process. Policy CDH08 of the Local Plan aligns with this approach.
146. The applicant submitted a Built Heritage, Townscape and Visual Impact Assessment ('BHTVIA') as part of the ES. The site does not contain any listed buildings and is not within a conservation area but is within the setting of Hawthorne Dene and St Pancras and Islington Cemetery.
147. Hawthorne Dene is a highly significant early-19th-century domestic building, designated Grade II* for its special architectural and historic interest. Built in circa 1825–26, the building displays refined Regency proportions and detailing, while historically it illustrates the early suburban development of former Finchley Common. The building also holds strong communal and symbolic value locally, having been the subject of an important conservation campaign that reflects its recognised significance well beyond its immediate residential function.
148. St Pancras and Islington Cemetery is a heritage asset of exceptional historic and communal significance, designated Grade II* as a Registered Park and Garden. Opened in 1854 as London's first municipal cemetery, it represents a landmark response to the Victorian public health reforms following the Metropolitan Burial Acts. The cemetery retains a highly legible mid-19th-century planned landscape, with curving drives, mature planting, chapels, mausolea and extensive funerary monuments illustrating changing attitudes to death, commemoration and civic responsibility. Aesthetically, its picturesque layout and architectural features create a landscape of high scenic quality, while historically it serves as a collective record of London's population, with around one million burials. The cemetery continues to hold profound communal value as an active place of remembrance, heritage and green space serving both local and wider London communities.
149. According to the BHTVIA, the only heritage asset impacted by the proposed development is the Grade II* listed St Pancras and Islington Cemetery Registered Park and Garden. It states that the proposed development would be visible in some views from the cemetery, particularly from its more open western areas. This visibility would slightly affect the introspective character of the cemetery, which is otherwise largely enclosed by mature planting. It identifies a low level of less than substantial harm being caused. The BHTVIA states that all other assets are sufficiently separated from the site or visually shielded such as their significance would not be affected. The BHTVIA states that there would be no additional harm arising from cumulative effects and the design of the development has been informed by visual analysis will the taller buildings placed away from sensitive residential areas and heritage assets, and that the architectural quality,

slender profiles, and material palette of the buildings mitigate any potential visual impacts.

150. Historic England’s consultation response (18 February 2025) raised concerns on the potential visual impacts of the tall buildings on the Grade II* listed St Pancras and Islington Cemetery, the Grade II* listed Hawthorne Dene, and the Grade II* registered East Finchley Cemetery as they will be visible within their setting. They have identified a low level of less than substantial harm to each of the heritage assets.
151. The Council committee report (4 December 2025) agrees with the applicant that the only heritage asset harmed by the proposed development is the Grade II* listed St Pancras and Islington Cemetery Registered Park and Garden and have identified a low level of less than substantial harm. However, GLA officers consider there is harm to the designated heritage asserts as per the Table below with no harm identified to East Finchley Cemetery given it is some distance away from the proposal.

Designated heritage asset	Category of harm	Extent of harm	Shown in view
Hawthorne Dene, listed Grade II*	Less than substantial	Low	Views 11, A
St Pancras and Islington Cemetery, Registered Park and Garden, Grade II*	Less than substantial	Low	Views 13, 14, 15, 16

152. As harm has been identified, the proposals conflict with Policy HC1 of the London Plan and Policy CDH08 of the Local Plan. In line with Paragraph 215 of the NPPF, where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use as explained in the planning balance section at the end of this report.

Archaeology

153. The applicant has submitted an archaeological desk-based assessment in line with Chapter 16 of the NPPF, Policy HC1 of the London Plan, and Policy CDH08 of the Local Plan. The assessment identifies a generally low potential for archaeological remains across all periods, with the exception of possible buried remains associated with the former 1930s leisure buildings, which are considered to be of low heritage significance. On this basis, the assessment concludes that further archaeological investigation is not required. The Greater London Archaeology Advisory Service (GLAAS) at Historic England was consulted and has raised no objection, noting that the previous development of the site reduces the likelihood of surviving archaeological remains of significance. No further archaeological works or conditions have therefore been recommended.

Surrounding amenity impacts

Daylight, sunlight, and overshadowing

154. The Council's committee report discussed daylight and sunlight impacts of the proposed development on neighbouring properties in detail. The applicant submitted a daylight and sunlight report as part of the ES which considered the impacts against the BRE guidelines. The assessment follows the BRE 2022 methodology and considers the potential impact of the proposed development on nearby residential properties, including:

- Glebelands Close
- Solomon's Court (Blocks A and B)
- The Lodge, Granville Place
- 1-19a Granville Place

Daylight impacts

155. Daylight effects were assessed using two established BRE methodologies: Vertical Sky Component (VSC), which measures the proportion of sky visible from a window, and No Sky Line (NSL), which assesses the extent of direct sky visibility within a room at working plane height.

156. Across the 276 windows and 233 rooms assessed, 74% of windows and 89% of rooms meet BRE daylight targets, with most of the remaining instances experiencing only limited shortfalls when compared with existing conditions. At Glebelands Close, compliance is recorded for 69% of windows and 97% of rooms. Although 10 windows and 2 rooms show reductions exceeding 40%, these relate to bedrooms, which are identified in the BRE guidance as being less sensitive to daylight change. In contrast, the main living rooms remain well lit, and the resulting effect is categorised as minor adverse and not significant.

157. At Solomon's Court, 58% of windows meet VSC standards and 65% of rooms meet NSL guidance. No windows experience a VSC reduction greater than 40%, and while two rooms show NSL reductions beyond 40%, these represent isolated instances resulting in daylight levels only marginally below BRE benchmarks. Given that this property currently benefits from particularly open surroundings with good daylight levels, some level of reduction would be unavoidable with any redevelopment. Taking the results for the 69 windows serving 63 rooms, the impact is assessed as minor adverse and not significant in planning terms.

158. Similar outcomes are reported at The Lodge, Granville Place, and at 1–19a Granville Place. At The Lodge, 67% of windows meet BRE VSC guidelines, with no reductions above the 40% threshold, and the single room facing the site experiences only a minor adverse NSL reduction. At 1–19a Granville Place, 94% of windows comply with VSC guidance and all rooms meet the NSL criteria; the four windows affected experience VSC reductions of between 20% and 29.9%, which are classified as minor adverse. Overall, impacts at both locations are considered minor adverse and not significant.

159. The ES concludes that, when considered cumulatively, daylight effects resulting from the proposed development would range from negligible to minor adverse and would not be significant in EIA terms. GLA officers note that the existing site's low-rise and open character results in unusually high baseline daylight levels for neighbouring properties, meaning that some change would be inevitable with redevelopment. The proposed massing strategy has been designed to limit these effects, with the tallest elements located towards the north-east of the site and further away from existing residential receptors, ensuring that the resulting daylight impacts remain within acceptable and reasonable urban parameters.

Sunlight impacts

160. The applicant's assessment found that all surrounding residential properties would experience negligible reductions to sunlight levels. The assessment identifies only one window within The Lodge that would fall below BRE compliance. This is considered acceptable as the window serves a room with multiple windows, ensuring sufficient sunlight is maintained.

Overshadowing

161. The applicant's assessment assessed overshadowing impacts to the Glebelands Local Nature Reserve and Glebelands Sports Fields. The Sun Hours on Ground analysis confirms that these areas remain fully BRE compliant, with 100% of the Glebelands receiving at least two hours of direct sunlight on 21 March. While some transient overshadowing would occur during late afternoons in March and December, and from 5pm in June, these effects are short-lived and move quickly across the ground. The ES concludes that overshadowing impacts on the Glebelands and surrounding amenity spaces are negligible.

Conclusion

162. The daylight, sunlight and overshadowing assessments demonstrate that the proposed development would result in either negligible or minor adverse impacts on neighbouring properties. GLA officers are satisfied that the proposed development maintains neighbouring residential amenity in terms of daylight, sunlight and overshadowing, and meets the requirements of the NPPF, Policy D6 of the London Plan and Policy CDH04 of the Local Plan.

Privacy, sense of enclosure and outlook

163. The proposed buildings on the north and east sides of the site would not overlook any residential properties. To the south, the proposed buildings would sit opposite the existing residential building at Glebelands Close which sits close to the existing Hollywood Bowl and Cinema building. The proposed buildings would result in an improvement to the outlook of Glebelands Close as they are located five metres from the edge of the Glebelands Walk path and form a horseshoe shape, which provides greater spatial breaks in the form than at present. The separation between the proposed buildings and Glebelands Close varies between 11 and 16.5 metres. At its closest point, the central projecting elevation of Glebelands Close contains no habitable room windows. On the flank wings and recessed sections of Glebelands Close, where the separation distances are between 15.5 and 16.5 metres, a degree of mutual overlooking would occur

between bedrooms in Glebelands Close and living spaces and balconies within the proposed development. All new units affected by this relationship benefit from being dual aspect, however, and in the case of Glebelands Close, the north-facing windows are secondary aspects. Considering these factors, along with the high architectural quality of the proposed development and the benefits that arise from natural surveillance along the Glebelands Walk path, the mutual overlooking is acceptable in this instance.

164. The majority of the inter-block buildings have been designed with approximately 18 metre separation distances with the proposed buildings along High Road to the west would be separated by a distance greater than 30 metres from the residential properties on the opposite side of the road. As such it is not considered that there would be any unacceptable adverse impact on privacy, outlook or increased sense of enclosure for the existing neighbouring residents on the west side of the High Road.
165. The proposed development is considered to have a negligible impact on the privacy, outlook and sense of enclosure to neighbouring properties and satisfies the requirements of Policy D6 of the London Plan and Policy CDH01 of the Local Plan.

Noise

166. Chapter 9 of the ES considers the potential for noise and vibration impacts created by the proposed development. The assessment within the ES confirms that there would be no significant adverse impacts for existing neighbouring properties. It is noted that the Council's environmental health officer has not raised any objections in this regard and have recommended various conditions which have been secured.
167. Given the above assessment, it is considered the development is acceptable in regard to noise and disturbance and satisfies the requirements of Policies D14 and SI4 of the London Plan and Policies CDH01, ECC02 and ECC03 of the Local Plan.

Socioeconomic and health impacts

168. The ES and ES Addendum assesses the socioeconomic impacts of the development during both construction and operational phases. During construction, the scheme would deliver minor beneficial employment effects, which are not significant in EIA terms. An Employment and Training Plan and contributions are secured in the S106 agreement.
169. In the operational phase, the scheme would support approximately 183–225 gross full time equivalent ('FTE') jobs, representing a net additional local employment uplift of 17–43 jobs once leakage and displacement are taken into account. While job numbers are lower than the original scheme due to the reduction in leisure floorspace, the ES Addendum confirms that operational effects remain Minor Beneficial and Not Significant, and are offset by the wider population-driven benefits, increased local spending and the delivery of new homes. The proposed development is forecast to generate an estimated £1.2–£3 million annual GVA

uplift, supporting the economic growth objectives of Policy GSS01 of the Local Plan.

170. The proposed development would deliver 1,485 new homes, accommodating approximately 3,281 residents, representing a significant contribution to meeting identified housing need in accordance with Policies HOU01, HOU02 and GSS01 of the Local Plan. Household expenditure from future residents is estimated at £24.8 million per annum, with around £9.3 million retained locally, supporting town centre vitality and the local economy.
171. The ES identifies moderate adverse effects pre-mitigation in relation to social infrastructure, specifically primary healthcare and education. Updated modelling indicates a requirement for additional school places, however, the Council's Education team has confirmed that sufficient school capacity exists to accommodate the proposed development. In relation to healthcare, increased demand has been acknowledged by the NHS HUDU, and the Applicant has committed to securing appropriate mitigation through a Section 106 agreement, in line with Local Plan Policy CHW02.
172. The proposed development would also deliver 33,444 sq.m of public open space alongside GLA-compliant children's play space, contributing positively to health and wellbeing outcomes and aligning with Local Plan Policies CHW01 and ECC05, as well as London Plan Policy GG3.

Sustainability and environment

Trees

173. The applicant has submitted an Arboricultural Assessment Report which identifies that 78 individual trees and 3 tree groups are proposed for removal. A significant proportion of these are Category U trees within the existing car park, which have limited future potential and low amenity value. The proposed development includes the planting of 373 replacement trees. Whilst it is acknowledged that the CAVAT valuation of the replacement trees at year zero is lower than the value of the trees removed, GLA officers note that the replacement planting will deliver a greater cumulative value than the existing trees, alongside wider benefits of improved biodiversity and urban greening. A condition is secured ensuring appropriate species and sizes are provided prior to planting. It is noted that the Council's tree officer raises no objection subject to the secured condition. The application satisfies the requirements of Policy G7 of the London Plan and Policy CDH07 of the Local Plan.

Ecology and biodiversity

174. Chapter 12 of the ES assesses the potential impacts of the proposed development on terrestrial ecology and biodiversity informed by a desk study and field surveys.
175. The site itself does not contain Habitats of Principal Importance, however, the Glebelands Local Nature Reserve ('LNR') to the south-east of the site is a designated Site of Importance for Nature Conservation ('SINC'). The LNR/SINC

comprises semi-natural woodland, scrub and priority ponds that support a population of great crested newts, breeding birds, bats, and amphibians.

176. The ES identifies a potential for indirect impacts to the LNR/SINC and protected species during the construction phase, however, these can be mitigated by the CEMP which has been secured by a number of conditions. This approach is also supported by the Council's ecologist.
177. The ES identifies risks during the operational phase from leisure centre visitors and future residents, particularly from trampling, littering and disturbance of natural habitats. This was raised as a concern by several residents, conservation groups, and LNR volunteers. In response to this, the applicant prepared a draft Glebelands Enhancement and Mitigation Strategy ('EMS') in collaboration with the Council's Ecologist. The EMS sets out a range of ecological mitigation measures including managing access to the LNR, habitat protection and creation, controlling lighting and pollution, and management, monitoring and governance protocols. The EMS will ensure that the favourable conservation status of the great crested newt is safeguarded. Given the EMS is in draft, the requirement for a final EMS is secured in the S106 agreement. An obligation for further surveys into the Great Crested Newt is also secured in the S106 agreement.
178. The application is accompanied by a biodiversity net gain ('BNG') assessment which indicates that the proposed development would deliver a net gain of 156.89%. The Council's ecology officer is satisfied that the scheme can meet its statutory BNG obligations. A condition has been secured for a BNG plan to be provided prior to commencement.
179. Subject to conditions and obligations, the ecology and biodiversity strategy are well-considered and will increase the biodiversity of the site. Therefore, the application satisfies the requirements of the NPPF, Policy G6 of the London Plan and Policy ECC07 of the Local Plan.

Urban greening

180. The applicant has undertaken an Urban Greening Factor ('UGF') assessment which demonstrates that the proposed development would achieve a UGF score for the residential element of 0.47 (against a target set out in policy G5 of the London Plan of 0.4) and the commercial element of 0.17 (against a target 0.3). The shortfall in the commercial element is mitigated by the exceedance of the 0.4 residential UGF target.
181. There is substantial greening proposed across the site including tree planting and soft landscaping, biodiverse planting zones, landscape-led public realm, integrated sustainable drainage ('SuDs') and ecological features, and a coherent site-wide greening strategy. The urban greening is a significant improvement on the existing situation which is characterised by large swathes of hardstanding. A condition is secured to ensure the anticipated UGF score is a minimum.
182. Overall, GLA officers consider the urban greening strategy to be acceptable and therefore satisfies the requirements of Policy G5 of the London Plan and Policy ECC07 of the Local Plan.

Energy

183. The London Plan requires all major developments to meet a net-zero carbon target. Reductions in carbon emissions beyond Part L of the 2021 Building Regulations should be met on-site. Only where it is clearly demonstrated that the zero-carbon target cannot be fully achieved on-site a contribution to a carbon offset fund or reductions provided off site can be considered.
184. An energy statement has been submitted with the application. The GLA Stage 1 report states that the energy statement did not yet comply with the London Plan and the applicant was required to further refine the energy strategy and submit further information on Be Lean, Be Clean, Be Green, Ge Seen, energy infrastructure, and managing heat risk.
185. The Council's energy and sustainability officer has reviewed the energy statement and has raised no objections to its findings and recommendations, and considered it fully compliant with London Plan and Local Plan policies.
186. Since the call-in of the application, the applicant has submitted further information on the energy strategy, including updated modelling. An updated GLA carbon emission reporting spreadsheet has been provided. In terms of Be Lean, the applicant is now showing an 8% saving (3.3 tonnes) per annum. The applicant appears to have maximised the potential u-values for the non-domestic element. Given the constraints related to Part L, this is considered acceptable. The applicant has provided further details on the overheating assessment, including peak looping, which is considered acceptable.
187. The applicant is considered to have maximised PV array throughout the development including on residential roofs. PV could not be provided on the pool roof as it is not flat and cannot facilitate cleaning, maintenance and waterproofing, which is accepted in this instance. Heat pumps are proposed which provide most of the heating demand for the development.
188. The applicant has advised that it would be viable to connect to the district heating network in the Finchley area. The potential for connection to the district heating network is secured in the S106 agreement.
189. The energy strategy demonstrates that the proposed development will achieve an overall on-site reduction in carbon dioxide emissions of 63% and 118% over Part L of the 2013 Building Regulations for the domestic and non-domestic elements respectively. This falls short of the net-zero target set out in Policy SI2 for the domestic element but meets the 35% minimum reduction required by this policy. A carbon offset payment of £95 per tonne (estimated at £1,432,980) has been secured in the S106 agreement to address the shortfall.
190. The applicant has reviewed the Be Seen energy monitoring guidance and compliance with the guidance is secured in the S106 agreement. Compliance with the energy statement has been secured by condition.
191. Given the above assessment, GLA officers consider that the proposal satisfies the objectives of the NPPF, Policy SI2 of the London Plan and Policy ECC01 of the Local Plan.

Waste management

192. The applicant has submitted an operational waste and recycling strategy which includes details on the quantum of on-site waste storage requirements and waste collection details, as well as a construction phase waste strategy. Conditions are secured requiring the applicant to submit updated plans prior to commencement.
193. Overall, the waste storage provision and collection arrangements have been assessed as satisfactory by the Council and therefore satisfies the requirements of Policies CDH01, TRC03 and ECC01 of the Local Plan.

Whole life-cycle carbon ('WLC')

194. A WLC assessment has been submitted with the application. Since the call-in of the application, the applicant has submitted all the required information within the project details section of the GLA's WLC template under the Detailed planning stage tab, in line with the GLA Whole Life-Cycle Carbon Assessment guidance document.
195. A condition is secured requiring the submission of a post-construction assessment, on a phased basis, to report on the development's actual WLC emissions.
196. The proposal satisfies the requirements of Policy SI2 of the London Plan and Policies CDH02 and ECC01 of the Local Plan.

Circular economy

197. A circular economy statement has been submitted with the application. Since the call-in of the application, the applicant has submitted an updated circular economy statement. Whilst this is welcomed, further information is required prior to commencement on a pre-demolition audit, design principles, and bill of materials. The requirement to submit these details, along with the submission of a post-construction monitoring report, are secured by condition.
198. Subject to compliance with the recommended conditions, the proposal satisfies the requirements of Policy SI7 and D3(d)(13) of the London Plan, and ECC01, CDH02 of the Local Plan.

Digital connectivity

199. A condition is secured requiring the submission of detailed plans demonstrating the provision of sufficient ducting space for full fibre connectivity infrastructure within the development in line with Policy SI6 of the London Plan.

Flood risk and sustainable drainage

200. The site is in Flood Zone 1 and is greater than 1 hectare in area. A Flood Risk Assessment ('FRA') has been submitted as required under the NPPF. The FRA adequately assesses the risk of flooding from pluvial, sewer and groundwater, which is considered to be low. The FRA demonstrates that the proposal will not

increase flood risk, and residual risks are effectively managed through site levels and detailed design.

201. A drainage strategy has been submitted which follows the London Plan drainage hierarchy [in policy SI13] and proposes a SuDS-led approach across the site, including permeable paving, green and blue roofs, landscaped bioretention features, swales and below-ground attenuation with controlled discharge to the Thames Water surface water sewer.
202. The strategy proposes surface water runoff rates restricted to greenfield equivalent rates of 3.5 l/s/ha, representing a significant betterment over existing conditions, with on-site storage to accommodate the 1-in-100-year rainfall event plus a 40% climate change allowance and compliance with the non-statutory technical standards for SuDS.
203. The Lead Local Flood Authority has reviewed the drainage strategy and are satisfied with the information provided. Thames Water has raised no objection regarding the proposed drainage arrangements or ability to connect the development to their network. The drainage strategy has been secured by condition. The flood risk assessment has been secured by condition.
204. Subject to the recommended conditions, the proposal accords with Policies SI12 and SI13 of the London Plan and Policies ECC04 and ECC05 of the Local Plan.

Air quality

205. The London Borough of Barnet is designated as a borough-wide Air Quality Management Area for nitrogen dioxide (NO₂) and particulate matter (PM₁₀). An Air Quality Assessment has been submitted as part of the ES. The assessment considered the potential effects of the development during demolition, construction and operation. It concludes that, with appropriate mitigation in place, the proposed development would not give rise to significant adverse air quality impacts at sensitive receptors and that the site is suitable for residential use.
206. During the demolition and construction phases, there is potential for dust generation and emissions from construction traffic and Non-Road Mobile Machinery. These impacts would be mitigated through the implementation of a CEMP which has been secured by conditions.
207. During the operational phase, the development will use air source heat pumps (ASHPs), which will have no routine on-site combustion emissions. Three emergency diesel generators are proposed for life-safety systems. The proposed development has been assessed as air quality neutral in line with Policy SI1 of the London Plan and the Mayor's Air Quality Neutral LPG. The submitted Air Quality Positive Statement states that certain measures will improve air quality including a significant reduction in car parking provision, addition of EV charging spaces, car club membership and a site-wide travel plan.
208. The Council's Environmental Health officer has raised no objection to the proposed development, subject to an appropriate condition which has been secured.

209. Subject to the recommended conditions, GLA officers consider that the proposed development would not result in unacceptable air quality impacts and would accord with the requirements of the NPPF, Policy SI1 of the London Plan, and Policy ECC02 of the Local Plan.

Land contamination and remediation

210. A ground investigation report has been submitted with the application. The report identifies the potential presence of previously undiscovered hydrocarbon contamination and asbestos-containing materials on the site. It recommends further investigation into hydrocarbon contamination, alongside the implementation of a discovery strategy to manage any unexpected contamination encountered during construction. In addition, a remediation strategy and a Materials Management Plan are advised. The Council have reviewed the information and have recommended a condition to address the identification and remediation of contaminants on the site.

211. Subject to the recommended conditions the proposal has been considered to have an acceptable with regards to contamination and therefore satisfies the requirements of Paragraph 183 of the NPPF and Policy ECC02 of the Local Plan.

Transport

National policy context

212. Chapter 9 of the NPPF sets out the Government's aim to promote the use of sustainable modes of transport. When considering the transport implications of development proposals, the NPPF states that decision-makers should ensure that opportunities available to promote sustainable transport modes have been taken up; safe and suitable access to the site would be achieved for all users; and any significant impacts from development on the transport network (in terms of capacity or congestion) or highway safety can be mitigated to an acceptable degree.

Strategic London policy context

213. Policy T1 of the London Plan sets out a strategic approach for transport in London. Development proposals must demonstrate how they will deliver improvements to facilitate the Mayor's Healthy Streets Approach, by prioritising walking, cycling and public transport in accordance with Policy T2. Policy T5 requires development to remove barriers to cycling and support the delivery of a London-wide network of cycle routes.

214. Policy T6 states that new development should be designed to provide the minimum necessary parking ('car-lite') except for disabled persons parking in line with Policy T6.5.

215. Other relevant transport policies are Policies T3, T4, and T7 which cover transport demand and mitigating development impacts to the transport network, deliveries,

servicing and construction and Policy T9 sets out the Mayor's priorities for planning obligations.

216. The Mayor's Transport Strategy (2018) ('MTS') seeks to promote sustainable mode shift, reduce road congestion, improve air quality, and assist in the development of attractive, healthy and active places. The MTS aims to ensure that by 2041, 90% of all Inner Londoners' trips will be made on foot, by cycle, or by public transport. The Mayor's Violence Against Women and Girls Strategy (2021) recognises the importance of inclusive design in encouraging sustainable travel.

Local policy context

217. Policy GSS12 sets out the boroughwide approach to sustainable transport. Policy TRC01 relates to the safe and efficient operation of the transport network. Policy TRC02 requires development to provide safe, direct and accessible routes for walking and cycling, and Policy TRC03 sets out requirements for transport evidence and transport management measures.

Transport assessment

218. The applicant's transport assessment ('TA') forecasts that the residential development will generate a total of 885 person trips during the morning peak hour (08.00 to 09.00) and 706 person trips during the afternoon peak hour (17:00 – 18:00), with 78% of trips expected to be made by either public transport, walking and cycling. The existing site generates 173 two-way vehicles during the AM peak hour, and 410 during the PM peak hour, and 5,997 daily vehicle trips. So forecast AM peak vehicle trips will be similar to observed, whilst PM peak will be much lower (141 forecast vs 410 observed).
219. Using data in the TA and its addendum, TfL officers have derived daily forecasts that indicate the site will generate 7,700 two-way daily trips across all transport modes, of which 1,694 would comprise vehicle based trips (20% car driver and 2% passenger) the remaining 6,006 (78%) would involve either walking, cycling and public transport with trips by bike account for 7.5% of the total daily forecast trips. Some 577 two way trips each day by bike. Therefore, daily vehicles will be higher than 5,997 observed.
220. The assessment of the likely trip generation and modal split is considered acceptable by TfL, taking into account that the site is relatively well-connected location for public transport, walking and cycling, with good access to bus services on the A1000 corridor and proximity to rail and underground services. While PTAL provides a useful baseline indicator, GLA and TfL officers have emphasised that user experience, including service frequency and reliability as also critical.

Public Transport capacity

221. The TA forecasts 242 two peak hour bus trips during the AM peak, and 193 during the PM peak, with 2,110 daily bus trips, and 1,078 by London underground ('LU') or rail, around 924 by LU. The TA does not assign trips to each station; a likely realistic split could be 40% to East Finchley or Finchley Central and balance to West Finchley.

222. The TA forecasts 114 rail or LU trips during the AM peak, 99 during the PM peak hour. Given the distance from the site to North Finchley town centre and nearest Underground/rail stations then bus is likely to be the main mode for public transport use and to access Underground and rail services. TfL accepts that rail mitigation is not required from this development and TfL priority would be bus mitigation for reason set out below.
223. The applicant has submitted an updated assessment with 2023 demand plus 10% as the baseline and then a further assessment with a 'baseline' of the existing (2023) demand plus 20% that would represent a return to pre-pandemic bus ridership and meet Council aspirations for increased bus use in the North Finchley area. This additional assessment showed that the proposed development will result in significant increases (average 16% and maximum 109% in the 'with development' scenario including 20% growth in existing demand), although none of the buses are predicted to go over capacity.
224. Council officers assumed that 80% of people making train and LU trips use buses to get to from the station, which would equate to 110 additional two-way trips in the weekday AM peak hour and 91 two-way trips. If these trips, and those generated by the proposed leisure centre, were accounted for, some buses on routes 382 and 232 could experience occupancy levels of close to or over 100%.
225. Council officers agree that an additional two buses per hour are needed both to enhance connectivity and encourage use by reducing wait times from outset and they support TfL's request for a financial contribution of £900,000 to be secured via a S106 Agreement to cover the cost of providing them. Accordingly, with this mitigation, the proposed development is not expected to result in unacceptable impacts on bus capacity and accords with London Plan transport policies.

Highway access and impact

226. Vehicular access to the site is proposed from the A1000 corridor, with internal circulation routes designed to minimise conflict between vehicles, pedestrians and cyclists. The layout prioritises pedestrian and cycle permeability through the site and provides safe internal routes which connect to the surrounding street network. Highway safety impacts are not expected to arise, subject to the delivery of access arrangement in accordance with detail design and Road Safety Audits and emerging highway proposals for the A1000 cycle route. The A1000 cycle route was implemented in 2020 by the Council and needs to be upgraded to meet current standards.
227. A Stage 1 Road Safety Audit ('RSA') has been undertaken for Summers Lane and the A1000 High Road, with all issues identified in this RSA have either been accepted by the designer and incorporated into the design or to be addressed through minor amendments at the detailed design stage, this should be secured via condition and through future highway agreements under Section 278 of the Highways Act 1980.
228. There are proposed to be two access points to the site. The main vehicle access will remain as currently provided via Leisure Way, which will be upgraded by removing the mini roundabout, narrowing the carriageway, and widening footways. A raised table crossing will slow traffic and make pedestrian movement

safer and with greater priority. The second access road from Summers Lane will be the principal vehicle access to the leisure centre and will be realigned to provide a 3.5m shared footway/cycleway and improved kerb radii for servicing vehicles. Swept path analysis confirms that the revised layouts can accommodate delivery vehicles, refuse trucks, and coaches.

229. Servicing for deliveries and waste will be managed through Delivery and Servicing Plans, ensuring that loading bays and coach spaces are used efficiently and safely, with clear restrictions during peak leisure centre hours. The applicant has submitted a draft Plan, based on which it is considered that servicing of the proposed development can be carried out safely and efficiently, subject to the need for further development prior to occupation. As such, a condition requiring final versions to be agreed prior to occupation is required. In particular, the final version of the Delivery and Servicing Plan must specify when the coach parking spaces can be used for deliveries and how this will be managed to avoid conflicts and congestion on and outside the site.

Walking, cycling and Healthy Streets

230. Walking and cycle access to site from the A1000 is either via the footway next to existing vehicle access or via the footpath adjacent to the southern boundary of the site.
231. The proposed site layout has been designed to deliver strong pedestrian and cycle permeability both within and through the site, though key vehicle movements form part of the design. Clear and legible routes are proposed, linking the development with the A1000, public transport stops and local destinations. The layout and public realm strategy support the Healthy Streets approach by prioritising people over vehicles, improving wayfinding and enhancing the quality of the pedestrian environment both during the day and after dark.
232. Inclusive access details, including tactile paving layouts and pedestrian intervisibility, will be finalised at detailed design stage in accordance with RSA recommendations and inclusive design best practice, and will be secured by condition.
233. The Active Travel Zone assessment identifies that, while pedestrian and cycle routes are generally continuous, elements of the surrounding environment do not provide a consistently safe, comfortable or inclusive experience during evening and night^{OBJ}time periods. In particular, limited passive surveillance, variable lighting quality and areas of perceived isolation reduce the attractiveness of active travel, especially for women and other vulnerable users.
234. Necessary obligations for the proposed development to secure proportionate, site related mitigation measures to improve personal safety, legibility and comfort along key routes to and from the site have been agreed. Subject to conditions securing these measures, the proposed development is considered acceptable in transport and public realm terms.
235. The proposed measures are reasonable, policy compliant and routinely accepted and include enhanced, uniform lighting along identified ATZ routes, removal of shadowed areas and dark recesses and lighting to be designed for pedestrian

comfort, not just highway standards. Lighting proposals shall achieve uniform illumination, avoid glare and minimise areas of enclosure, and will be secured by planning condition.

236. Natural surveillance measures include active frontages and clear visibility toward routes, boundary treatments that avoid blank edges, and landscaping controlled to prevent concealed or secluded spaces. TfL has recommended the relocation of Bus Stop B closer to the site, subject to detailed feasibility, in order to improve personal safety, surveillance and convenience for bus users, particularly during evening hours. This measure has been secured through the Section 106 Agreement, including feasibility design and delivery where achievable.
237. Wayfinding and legibility measures, including clear, intuitive routes with consistent surface treatment and illuminated or reflective signage where appropriate, have been secured by condition, ensuring routes are easily navigable during night time conditions and reducing reliance on indirect or ambiguous paths.
238. Public realm and crossings, including raised tables or formal crossings where routes intersect with vehicles, tactile paving and inclusive design enhancements are secured by condition.
239. A Nighttime Active Travel Zone audit has been carried out which has considered women's safety, fear of crime, visibility, enclosure, step-free movement and pedestrian comfort, recognising that perception of safety is a critical factor influencing active travel choice. A follow-up audit will be undertaken five years after first occupation, with any further reviews to be informed by the findings of the initial assessment.

Cycle parking

240. The total number of spaces proposed is 2,849 for all residential, leisure and commercial. That figure includes the 2,630 cycle parking spaces proposed to serve the residential units, and 40 short stay cycle parking spaces on 20 Sheffield stands within the public realm for their visitors.
241. Long-stay residential cycle parking will be located within secure, covered stores associated with lift cores in each residential block. These stores will be designed in accordance with the London Cycle Design Standards, which require a mix of space types to accommodate different bicycle sizes and user needs. At least 20% of spaces will be provided as Sheffield stands, offering easy access and security, and 5% will be capable of accommodating larger bicycles, such as cargo bikes or adapted cycles for disabled users.
242. For the leisure centre, four long-stay spaces will be provided in a secure, covered store, meeting the relevant London Plan standard. In addition, 86 short-stay spaces will be provided in the form of 43 Sheffield stands within the public realm, which exceeds the minimum requirement. This level of provision reflects the anticipated demand from visitors and staff and demonstrates a proactive approach to encouraging active travel, which is welcome.
243. The commercial units will also include long-stay cycle parking for staff, with provision based on the highest London Plan standard for Class E uses. This

equates to 19 long-stay spaces and 70 short-stay spaces, the latter provided as 35 Sheffield stands within the public realm. This helps ensure that cycling is a viable option for employees and customers alike.

244. Details of the final cycle parking layouts and facilities will be secured by conditions related to each land use to ensure compliance with London Cycle Design Standards.
245. The applicant has committed to providing two dedicated micromobility parking bays (3.16m x 1.8m) within the site if a borough-wide or London-wide scheme is introduced.

Car parking and parking management

246. London Plan policy T6 sets out the principle of restricting car parking provision, taking into account planned improvements and future connectivity and PTAL levels of a site and, in order to achieve this, sets out maximum parking standards. As set out above, the site achieves a PTAL of 2. As such a maximum standard of 0.5 spaces per unit would apply to the site. This is consistent with Local Plan policy TRC03: E.
247. The proposals are for 260 residential spaces which is a ratio of 0.18 spaces per dwelling. This reflects a 'car lite' approach consistent with London Plan policy and will support a shift to sustainable travel. Disabled persons' parking will be provided in accordance with Policy T6.5, with the ability to respond to future demand secured through parking management arrangements. The proposal is that 45 will be designated for disabled users, equating to 3% of the total units. While this meets the initial requirement, the London Plan and Local Plan policies require provision for up to 10% of units if demand arises. The applicant has confirmed that additional spaces will be provided if necessary, and this will be managed through the Car Park Management Plan ('CPMP'), which will be secured by condition. The CPMP must clearly set out how extra disabled spaces will be delivered on-site if required.
248. The applicant has committed to providing one Car Club Space from first occupation, with space for a second vehicle should demand warrant it. In addition, three years' free Car Club membership will be offered and will be secured as an obligation within the S106 agreement.
249. All spaces will be equipped for electric vehicle charging in line with policy requirements: 20% active charging points and 80% passive provision. This ensures future-proofing as EV uptake increases.
250. A Residential Car Parking Management Plan will be secured by condition to ensure that parking is effectively managed and that any residential parking on surrounding streets is minimised. Whilst there is some general car parking as well as accessible parking proposed the development will operate as car free, with future occupiers excluded from local controlled parking zones, except for Blue Badge holders. This approach is considered necessary to mitigate parking stress and support sustainable travel choices.

251. The applicants propose that 152 car parking spaces will be provided for the new leisure centre for use by its staff and customers and by members of the existing Glebelands Indoor Bowls Club. London Plan policy T6.4 says that this provision should be assessed on a case-by-case basis and provision should be consistent with the Healthy Streets Approach, mode share and active travel targets, and the aim to improve public transport reliability and reduce congestion and traffic levels. The proposed level of provision is considered acceptable.
252. Whilst no evidence has been provided to demonstrate how this figure compares to similar sites or existing demand at the current leisure centre and given the absence of a Controlled Parking Zone in nearby streets, there is a risk of overspill parking. To address this, a financial contribution will be secured for monitoring parking on roads in the vicinity of the development and to the cost of introducing parking controls if this proves necessary.
253. It is noted that of the 152 spaces, 15% will be designated for disabled users, and 20% will have active EV charging points, both of which comply with London Plan and Local Plan requirements. In addition, three coach parking spaces will be provided along the north side of Leisure Way, with swept path analysis confirming safe access and turning.
254. No car parking spaces are proposed for the commercial units, which is acceptable given their neighbourhood scale and anticipated local customer base. Most visitors are expected to be local and arrive on foot, or by bicycle, or via public transport. Nevertheless, car parking will be further managed via the Car Park Management and Travel Plans for the leisure centre only and that they are managed effectively. The separate Plans for the residential and leisure centre car parks will set out how the two elements of the development will work together to ensure parking arrangements for the site as a whole are operated effectively.
255. These plans will be secured through a condition / S106 Agreement and must be agreed prior to operation of the leisure centre (and so before closure of the existing centre) and first occupation of the residential development.

Travel planning and monitoring

256. A Framework Travel Plan has been submitted and will form the basis for detailed Residential and Commercial Travel Plans. These will be secured through the Section 106 agreement and required to be approved prior to occupation.

Servicing, deliveries and construction

257. The TA indicates that the residential element is expected to generate 18 two-way servicing trips in the morning peak and 36 in the evening peak, while the commercial units are unlikely to generate any servicing trips during peak hours. The leisure centre is estimated to generate 54 two-way car trips in the morning peak and 120 in the evening peak, with a maximum of three servicing vehicles per day, none of which are expected during peak hours.
258. Similarly refuse collections will take place from onsite consolidation. A Delivery and Servicing Plan will be secured by condition to ensure that servicing and delivery activity is managed efficiently and safely, to help reduce vehicles trips to

and from the site thereby minimising impact on the highway network and on residential amenity in accordance with policy T7 of the London Plan.

259. A Demolition, Construction and Environmental Management and Logistics Plan in accordance with TfL's CLP guidance will be secured by condition prior to commencement of development. This will include measures to manage construction traffic, routing, timing and vehicle standards, ensuring impacts on the local network and surrounding communities are minimised.

Conclusion on transport

260. In addition, appropriate mitigation measures are secured regarding bus capacity and frequency together with travel plan incentives. The development will be subject to a night-time ATZ and obligations. Consequently, the transport impacts of the development are considered to be acceptable and compliant with Policies T1, T2, T4, T5, T6, T7 and T9 of the London Plan and Policies GSS12, TRC01, TRC02 and TRC03 of the local plan.

Environmental Impact Assessment

261. The planning application represents Environmental Impact Assessment ('EIA') development under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) and is accompanied by an Environmental Impact Assessment. The findings of the EIA are reported in an ES and ES Addendum which has been prepared to accompany the planning application.
262. The 'environmental information' has been examined by the Council and has been taken into consideration by Officers in order to reach a reasoned conclusion of the significant effects of the proposal, which forms the basis of the assessment presented in this report and GLA Officers concur that the information is robust.
263. Mitigation and monitoring measures as proposed in the ES are recommended to be secured through planning conditions and/or planning obligations. The environmental information that has been taken into account comprises the ES, and ES Addendum including any further / other information, any representations made by consultation bodies and by any other person about the environmental effects of the proposal.
264. The ES has been reviewed in accordance with The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended).

Mitigating the impact of the development through planning obligations

265. Regulation 122 of the Community Infrastructure Levy Regulations 2010 as amended in 2019 states that a S106 planning obligation may only constitute a reason for granting planning permission for the development if the obligation is necessary to make the development acceptable in planning terms; directly related to the development; and fairly and reasonably related in scale and kind to the proposed development. These are statutory tests.

266. The NPPF states that “Local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition.”
267. Barnet’s Planning Obligations SPD (2025) provides further guidance on how the Council will secure planning obligations, where these are necessary to mitigate the impacts of development.
268. Pursuant to the consideration within the previous sections of this report, and in line with the policy context set out above, GLA officers propose to secure several planning obligations required to appropriately mitigate the impact of this development, which are set out in in the Planning Obligations section of this report. GLA officers are confident that the obligations in the S106 agreement meet the tests in Regulation 122 of the CIL Regulations 2010 as they either will not be spent on “infrastructure” as defined in the Regulations, or will be sufficiently narrowly described in the S106 agreement.

Legal considerations

269. Under the arrangements set out in Article 7 of the Order and the powers conferred by Section 2A of the Town and Country Planning Act 1990 the Mayor, acting under delegated authority, is the Local Planning Authority for the purposes of determining this planning application.
270. Section 35 of the Greater London Authority Act 2007 inserts section 2F into the Town and Country Planning Act 1990, which includes a requirement that for applications taken over by the Mayor, the Mayor must give the applicant and the borough the opportunity to make oral representations at a hearing. He is also required to publish a document setting out:
- who else may make oral representations;
 - the procedures to be followed at the hearing; and,
 - arrangements for identifying information, which must be agreed by persons making representations.
271. The details of the above are set out in the Mayor’s Procedure for Representation Hearings which reflects, as far as is practicable, current best practice for speaking at planning committee amongst borough councils.
272. In carrying out his duties in relation to the determination of this application, the Mayor must have regard to a number of statutory provisions. Listed below are some of the most important provisions for this application.
273. Section 70(2) of the Town and Country Planning Act 1990 (as amended) provides that in dealing with such an application the authority shall have regard to:
- a) The provisions of the development plan, so far as material to the application;

- b) Any local finance considerations, so far as material to the application; and
- c) Any other material consideration.

274. Section 70(4) defines “local finance consideration” as:

- a) A grant or other financial assistance that has been, or will or could be, provided to a relevant authority by a Minister of the Crown; or
- b) Sums that a relevant authority has received, or will or could receive, in payment of Community Infrastructure Levy.

275. Furthermore, in determining any planning application and connected application, the Mayor is required by section 38(6) of the Planning and Compulsory Purchase Act 2004 to determine the application in accordance with the Development Plan (i.e. the London Plan and the adopted Local Plan) unless material considerations indicate otherwise.

276. Other guidance, which has been formally adopted by Council and the GLA (e.g. Supplementary Planning Documents and Supplementary Planning Guidance), will also be material considerations of some weight (where relevant). Those that are relevant to this application are detailed in this Representation Hearing report.

277. GLA officers are satisfied that the current report to the Deputy Mayor has had regard to the relevant provision of the Development Plan. The proposed section 106 package has been set out and complies with the relevant statutory tests, adequately mitigates the impact of the development and provides necessary infrastructure improvements.

278. As regards to the Community Infrastructure Levy (CIL) considerations, Mayoral CIL payments and Barnet CIL payments are expected to be made in association with this development.

279. In accordance with his statutory duty in section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 the Mayor shall have special regard to the desirability of preserving Listed Buildings, their settings and any features of special architectural or historic interest which they possess. The Mayor is also required to give special attention to the desirability of preserving or enhancing the character or appearance of the conservation areas which may be affected by the proposed development (section 72 of the of the Planning(Listed Buildings and Conservation Areas) Act 1990). These matters have been addressed within earlier sections of the report.

280. Where the Mayor takes over an application, he becomes responsible for the S106 legal agreement, although he is required to consult the relevant borough(s). In this instance, there have been a series of lawyer led meetings to discuss the S106 content, and it has progressed on a number of key issues. Both the Mayor and the borough are given powers to enforce planning obligations.

281. When determining these planning applications, the Mayor is under a duty to take account of the provisions of the Human Rights Act 1998 as they relate to the development proposal and the conflicting interests of the applicants and any third party affected by, or opposing, the application, in reaching his decision. Planning

decisions on the use of land can only be taken in line with the Town and Country Planning Acts and decided in accordance with the development plan unless material considerations indicate otherwise.

282. The key Articles to be aware of include the following:

Article 6 - Right to a fair trial: In the determination of his civil rights and obligations... everyone is entitled to a fair and public hearing within a reasonable time by an independent and impartial tribunal established by law.

Article 8 - Right to respect for private and family life: Everyone has the right to respect for his private and family life, his home and his correspondence.

Article 1 of the First Protocol - Protection of property: Every person is entitled to the peaceful enjoyment of his possessions.

283. It should be noted, however, that most Convention rights are not absolute and set out circumstances when an interference with a person's rights is permitted i.e. necessary to do so to give effect to the Town and Country Planning Acts and in the interests of such matters as public safety, national economic well-being and protection of health, amenity of the community etc. In this case this Representation Hearing report sets out how this application accords with the Development Plan.

284. Regulation 122 of the Community Infrastructure Levy Regulations 2010 states that a S106 planning obligation may only constitute a reason for granting planning permission for the development if the obligation is necessary to make the development acceptable in planning terms; directly related to the development; and fairly and reasonably related in scale and kind to the development. These are now statutory tests.

285. The Equality Act 2010 provides that in exercising its functions (which includes the functions exercised by the Mayor as Local Planning Authority), that the Mayor as a public authority shall amongst other duties have due regard to the need to a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited under the Act; b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

286. The protected characteristics set out in the Equality Act 2010 are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation. The Equality Act acknowledges that compliance with the duties set out may involve treating some persons more favourably than others, but that this does not permit conduct that would otherwise be prohibited under the Act.

287. The proposed development has been considered against the requirements of the Equality Act 2010. GLA officers consider that the development would not result in any disproportionate or unjustified adverse impacts on groups with protected characteristics. The proposed development incorporates inclusive design measures, including step-free access, affordable housing provision, and a replacement leisure centre designed to be fully accessible. While some temporary

impacts associated with construction impacts are acknowledged, these are not considered to undermine equality outcomes. Overall, GLA officers are satisfied that the application materials and officers' assessment has taken into account the equality and human rights issues referred to above.

Conclusion and planning balance

288. As detailed above Section 38(6) of the Planning and Compensation Act 2004 requires matters to be determined in accordance with the development plan unless material considerations indicate otherwise.
289. When assessing the planning application, the Deputy Mayor is required to give full consideration to the provisions of the development plan and all other material considerations. He is also required to consider the likely significant environmental effects of the development and be satisfied that the importance of the predicted effects and the scope for reducing them, are perfectly understood.
290. GLA officers consider that the proposed development complies with most relevant planning policies at national, regional and local level, and whilst there are some adverse impacts resulting from the proposed development and associated aspects of policy conflict, including on heritage, affordable housing and tall buildings (Policies HC1, H5 and D9), nevertheless, GLA officers consider that the proposal accords with the development plan, read as a whole.

Public benefits and planning balance and NPPF balance

291. As detailed in the Heritage section of this report, the proposed development would result in less than substantial harm (at the low end of the scale) to the significance to the identified heritage assets in proximity of the site (St Pancras and Islington Cemetery and Hawthorne Dene). Great weight must be given to that harm. The proposals would provide the following public benefits, which weigh in favour of the scheme. GLA officers consider that the public benefits delivered by the proposal would clearly and convincingly outweigh the identified heritage harm. These public benefits include the provision of housing, including affordable housing, replacement leisure centre and sporting facilities, and public realm and landscaping improvements

<p>Housing delivery</p> <p>Strategically significant housing delivery of London-wide importance, delivering up to 1,485 residential units.</p> <p>Out of the 1,485 residential units, there would be 585 one-bedroom units, 631 two-bedroom units and 259 three-bedroom units, and 10 four-bedroom units.</p>	<p>Significant weight</p>
<p>Affordable housing delivery</p>	<p>Significant weight</p>

25% on-site affordable housing provision with a tenure mix of 60% Social Rent and 40% London Shared Ownership.	
<p>Replacement leisure centre and enhanced sporting and leisure facilities</p> <p>High-quality, modern, functional, and accessible leisure centre, lido and sports pavilion</p> <p>The existing leisure centre will remain operational until the new leisure centre is delivered</p>	Moderate weight
<p>Construction benefits</p> <p>£2,665,351.75 towards the provision of 265 apprenticeships and 265 work placements</p> <p>Provision of a Construction Training Academy</p> <p>Local Employment Agreement, Procurement Plan, and Labour Target</p>	Moderate weight
<p>Public realm and landscaping, open space improvements, and trees and biodiversity</p> <p>Creation of 1.62 hectares of open space, and landscaping, public realm, public routes through the site, and connection to the Glebelands.</p> <p>Biodiversity Net Gain of 156.89%. and Urban Greening Factor of 0.47 for the residential element</p>	Moderate weight
<p>Sustainability</p> <p>Carbon reduction on site</p>	Moderate weight
<p>Commercial floor space</p> <p>2,590 s.q.m of flexible commercial floor space</p>	Limited weight
<p>Other transport related benefits</p> <p>Improved connectivity through the site for pedestrians and cyclists</p> <p>Bus contributions secured.</p>	Limited weight

292. Considerable weight and importance must be attached to the harm caused by the proposals to surrounding heritage assets in any balancing exercise. Considering the extent of the harm that would be caused, which would be 'less than substantial' at the low end of the scale, and the public benefits outlined above, it is

concluded that the public benefits delivered by the scheme would clearly and convincingly outweigh the heritage harm.

293. The balancing exercise under paragraph 215 of the NPPF is therefore favourable to the proposals and the proposal would be acceptable in terms of impact on heritage assets.

Overall planning balance and Conclusion

294. As noted above, the proposed development does not fully comply with the development plan, and there is conflict with Policy HC1 of the London Plan and Policy CDH08 of the Local Plan due to the impact on heritage assets, Policy H5 relating to affordable housing and a degree of conflict with Policy D9 regarding tall buildings. Notwithstanding some elements of policy conflict identified above, the proposal is considered to accord with the development plan, read as a whole, and there are no material considerations justifying departure from the plan or indicate that planning permission should be refused.

295. The package of public benefits would also be significant in terms of the development plans strategic aims.

296. This report has considered the material planning issues associated with the proposed development in conjunction with all relevant national, regional and local planning policy, and has found that the proposed development is acceptable.

297. Accordingly, it is GLA officers' recommendation that planning permission should be granted for planning application reference 25/0213/FUL, subject to the obligations set out under the S106 legal agreement and conditions set out in the draft Decision Notice attached at Appendix 1.

For further information, contact GLA Planning Unit (Development Management Team):

Neil Smith, Senior Projects Officer

email: neil.smith@london.gov.uk

We are committed to being anti-racist, planning for a diverse and inclusive London and engaging all communities in shaping their city.