

Part 2: Policies & Proposals



The locally listed Officers' Mess.



5 Policies and Proposals

5.1 Introduction

5.1.1 This section sets out the overarching policies that will guide development at Mill Hill East to 2016. Key policies relate to the scale, mix and density of development and the need to balance the council's objective to protect and enhance the suburban character of the area, its quality open spaces and Green Belt, with the need to meet development targets as set out in the London Plan and the non-statutory North London Sub Regional Development Framework.



Mill Hill East Underground Station.

5.1.2 The AAP seeks to achieve an appropriate and sustainable level of development whilst ensuring that impacts on the local environment are minimised and the suburban area enhanced.

5.1.3 Accessibility and transport are of fundamental importance in delivering new homes and jobs in the area. The AAP establishes the requirement for highway improvements, the mechanism for securing and safeguarding the necessary infrastructure required to support future development and the requirement to encourage more sustainable transport modes including public transport, walking and cycling.

5.2 A Successful City Suburb

5.2.1 The Proposals Map (figure 5.2) shows broadly the distribution of different land uses, strategic road links and open space which will establish the new community at Mill Hill East. Table 5.3 provides a summary of the main proposals and their key benefits.

Determining the Mix of Development

5.2.2 A residential led mixed use development is proposed at Mill Hill East in accordance with the London Plan and adopted Barnet UDP. The mix of uses has been determined through the AAP process including an assessment of market conditions and community needs, relevant policy guidance and community and stakeholder aspirations.

Determining the Amount of Development

5.2.3 A key issue which has been addressed in the AAP is the appropriate scale of development to be accommodated in the plan area. A target of 3,500 homes for the Mill Hill East area is set out in the London Plan (Consolidated with Alterations since 2004), 2008 and the non-statutory North London Sub Regional Development Framework (SRDF). However, it is recognised that the level of development which can be accommodated is dependent on site capacity, public transport accessibility and other planning policy objectives.

5.2.4 Preparation of the AAP has involved an assessment of development capacity, taking into account the key objectives of creating a balanced, sustainable community and maximising development whilst minimising impacts on the environment and the character of the surrounding area.

5.2.5 The assessment of development capacity has taken the following aspects into account, in line with London Plan 2008 Policy 3A.2:

- existing policy objectives and development targets including PPS3, London Plan and Barnet UDP;
- community, stakeholder and landowner objectives;
- land ownership and site availability (to ensure deliverability);
- recently committed developments that will contribute to meeting housing targets;
- the quality of existing buildings and open spaces and opportunities for retention;
- the existing character of the surrounding area;
- access to public transport, including any proposed improvements;
- the capacity of the highway network to accommodate traffic from new development;

- market conditions and development opportunities; and
- the mix of other uses required to support housing and jobs including education, health and community facilities, green spaces and infrastructure.

5.2.6 On the basis of this assessment, it was concluded that the target of 3,500 additional homes on the AAP site as set out in the London Plan (Consolidated with Alterations since 2004), 2008 and non-statutory SRDF would have adverse traffic and environmental impacts, given the topography of the site, the capacity of the local highway network, existing public transport accessibility and the objective of creating a balanced, sustainable community with a significant proportion of family homes.

5.2.7 The character of the site and surrounding area will affect the level of development that can be satisfactorily accommodated whilst achieving a high quality of design. However, to conform to the requirements of the London Plan, the target includes the wider area of Mill Hill, Inglis Barracks, the Depot, the former Gas Works and nearby sites including future development opportunities not currently being brought forward for redevelopment, such as the National Institute for Medical Research (NIMR). The targets for new units will therefore be met over the LDF and London Plan period through the AAP and other developments within the wider Mill Hill area.

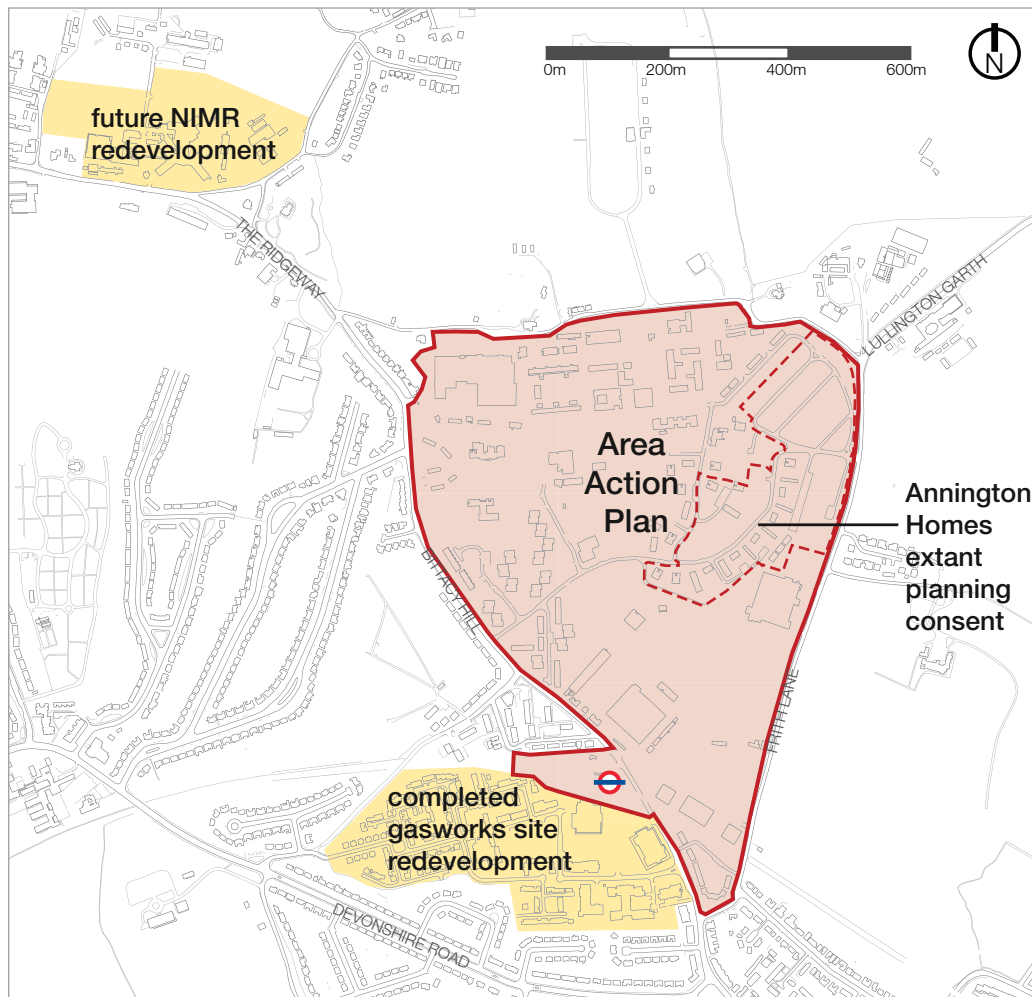
5.2.8 It has therefore been agreed in consultation with the GLA in order to conform with the Mayor's London Plan and the Mill Hill housing targets that the AAP will advocate a total of around 2,660 residential units within the site comprising:

- 2,000 new residential units;
- 360 units with planning permission; and
- 300 replacement units.

5.2.9 Allowance has also been made for the development of the Gas Works site which although outside the AAP area was included within the Mill Hill East Area in the non-statutory SRDF. The Gas Works site has now been developed and has provided 466 additional units. This brings the total number of housing units in the area to 3,126.

5.2.10 It is therefore agreed that the Mill Hill East AAP should make provision for approximately 2,000 additional new homes and 500 jobs, maximising the amount of development on site without compromising the area's suburban environment, green space or local amenities needed to support a new community.

Fig 5.1 Development Context



5.3 General Policies

POLICY MHE1: Mill Hill East Area for Intensification









Mill Hill East, as defined on the Proposals Map, will be a major focus for the creation of new jobs and homes and the development of a sustainable community, building upon the area's strategic location.

Development will comprise:

- A total of around 2,660 residential units including 2,000 new units;
- A minimum of 500 jobs (replacement of existing jobs and creation of new jobs);
- Around 1,000 sqm of retail floorspace;
- 2 form entry primary school;
- Community and health facilities;
- Open space and children's play facilities.

The council will seek the comprehensive development of Mill Hill East in accordance with the development principles set out in the AAP.

Proposed landuses

-  Higher density residential
-  Medium density residential
-  Lower density residential
-  Public green space
-  Semi-public gardens
-  Indicative location for sustainable infrastructure
-  Employment
-  Mixed use & community facilities
-  Sports pitches for school & community use
-  Indicative route of key highway & public transport links

Existing landuses retained




-  Retained employment
-  Retained housing for future consideration
-  Green Belt

Figure 5.2 AAP Proposals Map



Table 5.3 Summary of AAP Policies & Proposals

Element	Area (hectares)	Proposal	Relevant Policies	Key Benefits
Residential	Around 31 ha	To accommodate in conjunction with the mixed use areas around an additional 2,000 new homes on the AAP site. In addition to 300 replacement homes and 360 approved homes as part of extant planning consents.	Policy MHE1: Mill Hill East Area for Intensification Policy MHE2: Housing	Brings forward sufficient land to support the London Plan targets; at a scale and density of development which is compatible with the site setting and PTAL ratings. Sustainable strategic growth is Strand 3 of Barnet's Three Strands Approach.
Affordable Housing	Included in above area	Provision of affordable housing across the site.	Policy MHE2: Housing	Seeks to meet a target of 50% subject to viability. The provision of affordable housing is part of the Sustainable Community Strategy key theme of 'Growing Successfully'.
Employment	Existing area and additional 1 ha	Space for new employment uses adjacent to Bittacy Business Centre.	Policy MHE3: Employment	New employment opportunities to meet the target of 500 new and replacement jobs on site.
Mixed Use Local High Street	Around 3.5 ha	A new local high street in the southern/central area, including: <ul style="list-style-type: none"> • a new primary school; • a small local retail parade; • a local healthcare facility; • improvements to the underground station; • offices; and • housing. 	Policy MHE4: Community Facilities, Shops and Services Policy MHE5: Community Facilities, Shops and Services: Local Retail	Improving health and education facilities are key themes of the Borough's Sustainable Community Strategy and the Corporate Plan.
Officers' Mess	1.3 ha	Conversion of the Officers' Mess for community, commercial or residential uses. Retention or sensitive relocation of the War Memorial.	Policy MHE6: Community Facilities, Shops and Services: Officers' Mess	'Enhancement' of the best of Barnet is the second Strand of Barnet's Three Strands Approach. Reuse of locally listed building of heritage interest.
Green Belt	0.6 ha	Retention of the existing Green Belt within the site including retention of the Scout Camp.	Policy MHE9: Protection of Green Belt and Biodiversity	Meets Strand 1 of Barnet's Three Strands Approach: 'Protection'.

Element	Area (hectares)	Proposal	Relevant Policies	Key Benefits
Public Open Space & Play Space	Around 5.5 ha	Publicly accessible, functional open space located throughout the development. In addition to this area, children's local area for play (LAP) spaces will be located within the residential zones.	Policy MHE7: Parks and Public Open Space Policy MHE8: Children's Play Space	Clean, green and safe is a key theme of Barnet's Corporate Plan. The provision of children's play space is consistent with the 'Providing for Children and Young People's Play and Informal Recreation' SPG, March 2008, GLA.
Sustainable Infrastructure	Around 0.5 ha	Sits adjacent to employment uses, buffered from residential uses. This zone is likely to contain a combined heat and power plant, (CHP). It may also include recycling facilities for local residents.	Policy MHE14: Creating a Sustainable Development	Sustainability is a key element of Strand 3 of Barnet's Three Strands Approach. The commitment of land to sustainable infrastructure demonstrates Barnet's commitment to delivering an environmental exemplar.
Highway/ Street Network	n/a	A new east-west road across the site linking Bittacy Hill and Frith Lane, and a High Street running south to the underground station. Both should be suitable as a bus route through the site. Improvements to the Frith Lane/Bittacy Hill and Holders Hill Circus junctions which are outside the AAP boundary.	Policy MHE10: Making the Right Connections Policy MHE11: Improvements to the External Highway Network Policy MHE12: Sustainable Transport Policy MHE13: Parking	Increases borough wide east-west connectivity and mitigates the impact that development will have on the existing surrounding road network. Supports Barnet's commitment to 'Growing successfully' within the Sustainable Community Strategy.
Promoting Quality Design	n/a	Promotion of high quality design in all new development to enhance and maintain the suburban character of the borough.	Policy MHE15: Design Policy MHE16: Delivering Design Quality Policy MHE17: Conserving Built Heritage	Meets the council's commitment to securing high quality design Supports Barnet's commitment to 'Growing Successfully' within the Sustainable Community Strategy.
Delivery	n/a	Delivery of the vision and objectives of the AAP	Policy MHE18: Delivering the AAP MHE19: Planning Obligations	Provides clear guidance on delivery of comprehensive development within the AAP area and the provision of necessary infrastructure and community facilities to create a sustainable community.

5.4 Residential Development

POLICY MHE2: Housing

Around 31 hectares of land is proposed for the development of around 2,000 additional residential units. A mix of housing types will be provided including a significant proportion of family housing.

Affordable Housing: The Council has a target of 50% affordable housing, in line with the London Plan. The maximum amount of affordable housing will be sought having regard to this target and to a viability assessment. Affordable units should be distributed throughout the site and well integrated into the development

Residential Density: Residential densities will vary across the site from 35dph to 145dph (150-450 hr/ha) to reflect local characteristics. A net average density of around 85 dph is proposed.

Lifetime Homes: The council will seek to ensure residential development is built to Lifetime Homes Standards providing homes which are accessible and capable of easy adaptation to meet the needs of people with disabilities.

Housing Capacity

5.4.1 The development of Mill Hill East will help deliver the 20,000 homes target for Barnet for the next 10 years.

5.4.2 The majority of the site (around 31 ha of land) is designated for residential development during the plan period to enable delivery of the target of around 2,000 additional housing units. This target will also be met through mixed use development areas where residential uses will be a key component.

5.4.3 In addition the existing residential units on the barracks site, (around 300 units) will be replaced on site in the future as part of the area's comprehensive redevelopment. Existing tenants and leaseholders who may be affected by the re-development at Mill Hill East must be satisfactorily relocated or compensated.

5.4.4 Furthermore, planning consent exists for 360 units on land owned by Annington Property Ltd / Countryside Properties Plc, the first phase of which commenced construction in 2008. This land falls within the residential designation on the proposals plan.

5.4.5 As a result it is estimated that around 2,660 units could be accommodated on site during the plan period. Should the Northern Line service and other modes of public transport to Mill Hill East be significantly improved during the life of the AAP, Barnet Council will seek to maximise the capacity of the site (particularly around the Underground station) to take advantage of these improvements.



Recent high quality, sustainable, suburban development: an example from Upton, Northampton.

Residential Density

5.4.6 Development proposals should achieve the maximum intensity of use compatible with local context, high quality design and public transport capacity. The London Plan density matrix (London Plan, 2008, table 3A.2), provides guidance on appropriate residential densities based on local character and accessibility to public transport (PTAL rating). Mill Hill East has an accessibility index (PTAL) ranging from a high 2 in the southern part of the site, to level 1 in the north.

5.4.7 Development should reflect the character of the surrounding area and accessibility to public transport. The existing character of the area is generally suburban, but near to the Underground station there is the potential to achieve a higher density of development. The objective is to ensure that the new development provides a mix of different styles and types of housing, with an emphasis on family housing, and is integrated with surrounding neighbourhoods.

5.4.8 The site is suitable for a range of residential densities which will vary across the site from 35 - 55dph (150-200 hr/ha) at the Green Belt edges to a maximum of 145dph (450 hr/ha) in the southern part of the site. Densities should be in accordance with the guidelines set out in the London Plan, 2008:

- 35-75 units/ha in suburban locations with a PTAL of 0 to 1;
- 35-95 units/ha in suburban locations with a PTAL of 2 to 3;
- 45-170 units/ha proposed in urban locations with a PTAL of 2 to 3.

Higher density development will be required in the southern part of the site to maximise accessibility to public transport and local services. Higher densities will be favourably considered provided proposals are of a high design quality, provide an acceptable mix of units and are sustainable, safe and relate satisfactorily to their surroundings and wider context. Detailed guidance on appropriate densities is provided in Part 3.



Using site levels to create views over green space: an example from Kent

5.4.9 Planning applications will be required to demonstrate a high quality design response in respect of local character, access, use of topography, impact on views both in and out of the site and an appropriate range of unit sizes. Applications must also demonstrate that appropriate PTAL levels will be attained on the site through public transport improvements as outlined in section 5.8.

5.4.10 Across the site within the residential and mixed use areas, this approach will achieve a net overall density of around 85 dph which falls within the London Plan density guidance for suburban locations with a PTAL rating of 2-3.

Affordable Housing

5.4.11 Whilst a target of 50% affordable housing will be sought across the area to include a mix of social rented and intermediate tenures, the final

level of provision will be dependent on a viability assessment to ensure delivery of the AAP objectives. The exact mix of affordable units is to be determined but will be in line with the London wide objective of 70% social housing and 30% intermediate provision. Innovative affordable solutions will be sought with the distribution of affordable housing throughout the site in each phase of development.

Lifetime and Accessible Homes

5.4.12 The council supports the concept of Lifetime Homes and is committed to ensuring that all new housing in the borough is built to these standards. The council will therefore seek to negotiate with housing developers to ensure that new housing developments are built to meet Lifetime Homes Standards and that 10% of new housing is designed to wheelchair accessible standards in accordance with UDP policies HC13 and HC14.

5.5 Providing Opportunities for Job Creation

POLICY MHE3: Employment

Employment space will be provided as part of the comprehensive development of Mill Hill East to provide a minimum of 500 jobs with a focus on the provision of small-medium sized workspace and support for local businesses.

The target figure will be met through the following developments:

- Retention and zoning of the existing Bittacy Business Centre as a Primary Industrial Site and designation of an additional 1 hectare of adjacent land for employment use;
- Designation of IBSA House as an important local employment site;
- Potential redevelopment of Mill Hill East Station surrounds for commercial/retail/leisure use;
- Opportunities for new home working and home based business growth; and
- Community, education and retail uses in the Local Hub.

Appropriate mitigation measures including landscaping and boundary treatment or other measures will be required to minimise any potential conflict between employment uses and residents.

Determining the Capacity for Employment Development

5.5.1 The London Plan includes an indicative employment target for the creation of 500 net new jobs at Mill Hill East during the plan period. Around 350 (including part time) jobs at the MoD and British Forces Post Office have been relocated outside the borough as part of the closure of Inglis Barracks. In addition, the existing LBB depot is to be relocated offsite to enable development, although these jobs are likely to be relocated within the borough. The AAP target for jobs creation therefore considers the replacement of existing jobs and the creation of new job opportunities.

5.5.2 Following market testing it has been concluded that Mill Hill East is unsuitable for large scale employment development given its out of centre location and character. However, in accordance with planning policy objectives, the AAP makes provision for a range of local employment opportunities appropriate for the scale of development and nature of the area.

5.5.3 In order to promote sustainable economic development, employment uses are designated towards the south of the site in close proximity to Mill Hill East station to ensure good accessibility to public transport and services.

5.5.4 It is envisaged that around 500 new jobs will be created on site over the plan period through the following developments:

- Retention of the existing Bittacy Business Centre as a primary industrial site and designation of around an additional 1 hectare of adjacent land (currently occupied by Barnet Council for depot use) to create an Employment Hub. The additional 1 hectare of employment land could deliver in the region of 150 jobs;
- Local hub with retail and offices;

- The conversion of the Officers' Mess for commercial leisure uses;
- Community uses within the site, such as the primary school and doctors' surgery;
- Provision for home-working; and
- The potential redevelopment of the Mill Hill East station complex.

5.5.5 IBSA House which currently provides around 500 jobs will be designated as an employment site (with possibility for future expansion). The operations at IBSA House, and future employment uses, should not be compromised by residential development being too close to its site boundary. Therefore an appropriate landscaped buffer will be required in the layout of Character Area 1, and other areas where necessary.

5.5.6 It should also be noted that the mixed use development at the nearby Gas Works has brought new jobs into the Mill Hill East area.

Creating a Range of Opportunities

5.5.7 A range of employment opportunities will be provided in retail, office, industrial and community uses.

5.5.8 The creation of opportunities for new start-up businesses is a key objective of the AAP, especially where these new enterprises encourage entrepreneurship within target groups such as the young, ethnic minorities, females and people with disabilities. Opportunities to provide hi-tech business units with links to existing research facilities within the borough should also be explored.

5.5.9 Home-working on the site will be encouraged to reduce journeys to work, which is a significant contributor of CO2 emissions. The Census of Population 2001 revealed that nearly 12% of residents of working age within Mill Hill Ward work mainly at home. Residential developments should include facilities such as broadband connectivity and flexible working spaces to enable home working.

5.5.10 In providing new employment opportunities within the site, there will be a requirement for accessible and affordable childcare provision. The provision of a crèche is proposed as part of the local centre.

IBSA House: An important local employment site within the AAP area



5.6 Community Facilities, Shops and Services

POLICY MHE4: Community Facilities, Shops and Services

Residential development will be supported by the provision of on site community facilities to meet the needs of new residents. Community facilities will be clustered in a local hub to be located centrally to the development.

The following facilities will be required as a minimum as part of the comprehensive development of Mill Hill East and may vary dependent on the needs arising from development:

- A 2 form entry primary school with playing fields on a site of around 1.7 hectare (in accordance with DCSF & Design Bulletin 99 guidance);
- A GP practice / health centre to accommodate 2-3 GPs serving the new community in line with guidance from the local Primary Care Trust (approximately 500 sq m floorspace).

Contributions will be sought from developers to support the provision of new facilities or the expansion or improvement of existing community facilities to meet the needs of the development. The preparation of a Community Facilities Strategy will be required.

A New Heart for Mill Hill East

5.6.1 The Government's Sustainable Communities Plan (ODPM, 2003) emphasises the need for good quality public services including education and training opportunities, health care and community facilities. The development of Mill Hill East must include an appropriate range of community facilities to support the new community.

5.6.2 'Investing in children and young people' and 'healthier Barnet' are highlighted as strategic priorities in Barnet's Sustainable Community Strategy. A preliminary assessment of education impacts indicates that the proposed new development would generate the need for the provision of a new primary school on site and additional secondary school places. The primary school will be a multi-use facility with access for community use as part of the Extended Schools programme.

5.6.3 Further demand for increased health care provision is also anticipated. The local Primary Care Trust advise that a new 2-3 GP practice will be required to serve Mill Hill East.

Creating a Community Hub

5.6.4 The major community facilities are clustered together at the centre of the development to form a local hub. It is proposed that they will provide a focal point and meeting place for the community, with good access to the nearby Underground station.

5.6.5 The primary school will include multi-purpose spaces for use by the community. Appropriate uses may include adult education classes, local meeting space and crèche facilities. High quality sports pitches are proposed to support the school in line with DCSF and Sport England standards. These should also be made available for community group use and will contribute to recreational provision.

5.6.6 Opportunities should be explored for provision of space for a Safer Neighbourhood Team to be located within the community hub.

POLICY MHE5: Community Facilities, Shops and Services: Local Retail

Retail development will be limited to small scale local convenience uses and retail services to serve the new residential population. Development will complement and enhance existing retail provision at Holders Hill Circus and Langstone Way.

Around 1,000 sqm of retail floorspace is proposed as part of the local neighbourhood centre.

Local Retail

5.6.7 The development of 2,000 additional homes will generate demand for additional retail shops and services. In accordance with PPS6, the scale of retail proposed on the site is designed to minimise the impact on existing town centres.

5.6.8 The existing Waitrose supermarket adjacent to the southern corner of the site and the local neighbourhood centre at Holders Hill Circus, provides an opportunity to create a cluster of shops and services towards the south of the site. An additional 1,000 square metres of retail floorspace is proposed. It is envisaged that the local neighbourhood centre will take the form of a local high street. The types of uses that are envisaged for the high street are a local convenience store, chemist, hairdresser, dry cleaner, estate agent, café, restaurant, takeaway etc, which are commonly found in local neighbourhood centres.

Existing local shops at Holders Hill Circus



POLICY MHE6: Community Facilities, Shops and Services: Officers' Mess

The Officers' Mess will be retained and converted to an appropriate new use. Proposals for conversion of the building will be required to respect and reflect the heritage of the building.

Suitable uses include community, commercial or residential uses.

The War Memorial will be retained in situ or sensitively relocated in the local area. The grounds of the Officers' Mess will be retained as gardens to protect the setting of the building.

A New Use for the Officers' Mess

5.6.9 The Officers' Mess building dates from around 1905 and is generally of good quality. It has the potential to become an important local landmark within the new development and a link to the site's military history. The building is locally listed and protected under UDP policies HC14 and HC15 which prevent demolition and seek to safeguard the character, appearance and setting of buildings.

5.6.10 It is proposed that the Officers' Mess should be retained and converted for community, commercial, part residential or other suitable uses. Public access to the ground floor uses and grounds should be provided.

5.6.11 One possible option for the conversion of the Officers' Mess is to create a commercial leisure use, such as a public house or restaurant that could enhance the range of eating and drinking outlets and provide a focal and meeting place for the emerging new community.

5.6.12 It is proposed that the War Memorial will either be retained on site with appropriate management or sympathetically relocated to an alternative site within the local area such as adjacent to the existing cenotaph on The Ridgeway or within the grounds of St Paul's Church, Mill Hill.

5.7 Green Spaces & the Environment

POLICY MHE7: Parks & Public Open Space

Around 5.5 hectares of public open space including sports pitches and natural areas will be provided as indicated on the Proposals Map comprising:

- up to four new local parks and small open spaces;
- retained woodland;
- sports pitches.

In addition to onsite provision, developer contributions will be sought to improve existing open space and access to open space. Improvements may include:

- work to local footpaths;
- improvements to Bittacy Hill Park including the creation of a new entrance onto Bittacy Hill and a pedestrian link to the site.

An Open Space Strategy will be required for the AAP area to ensure a comprehensive approach to open space provision. The strategy should detail the location of the main elements of open space.

5.7.1 Mill Hill East is surrounded by attractive green areas in a hilly terrain with significant views. It is important that the site retains a leafy character, optimises its unique topography and links into this wider green network.

5.7.2 Based on the National Playing Fields Association (NPFA) standards of 2.43 ha of public open space per 1,000 population, there would be a requirement for an additional 10+ hectares of public open space within the AAP boundary, which would place a considerable constraint on the deliverability of the density targets and objectives set out in the AAP and in the London Plan.

5.7.3 The NPFA standards, which are used as a benchmark, highlight the importance of providing recreational open spaces to support new development. The AAP supports this objective but proposes a lower level of on-site provision which reflects the existing provision of open space in the surrounding area including access to the existing footpath network through Green Belt land and Bittacy Hill Park which is located immediately adjacent to the site. This also reflects the constraints presented by the steep topography of the site for playing pitch provision.

5.7.4 The amount of open space which is proposed (around 5.5 hectares) seeks to provide parks of a sufficient size to accommodate a range of facilities, and to make best use of existing areas of open space, mature planting and areas of natural habitat.

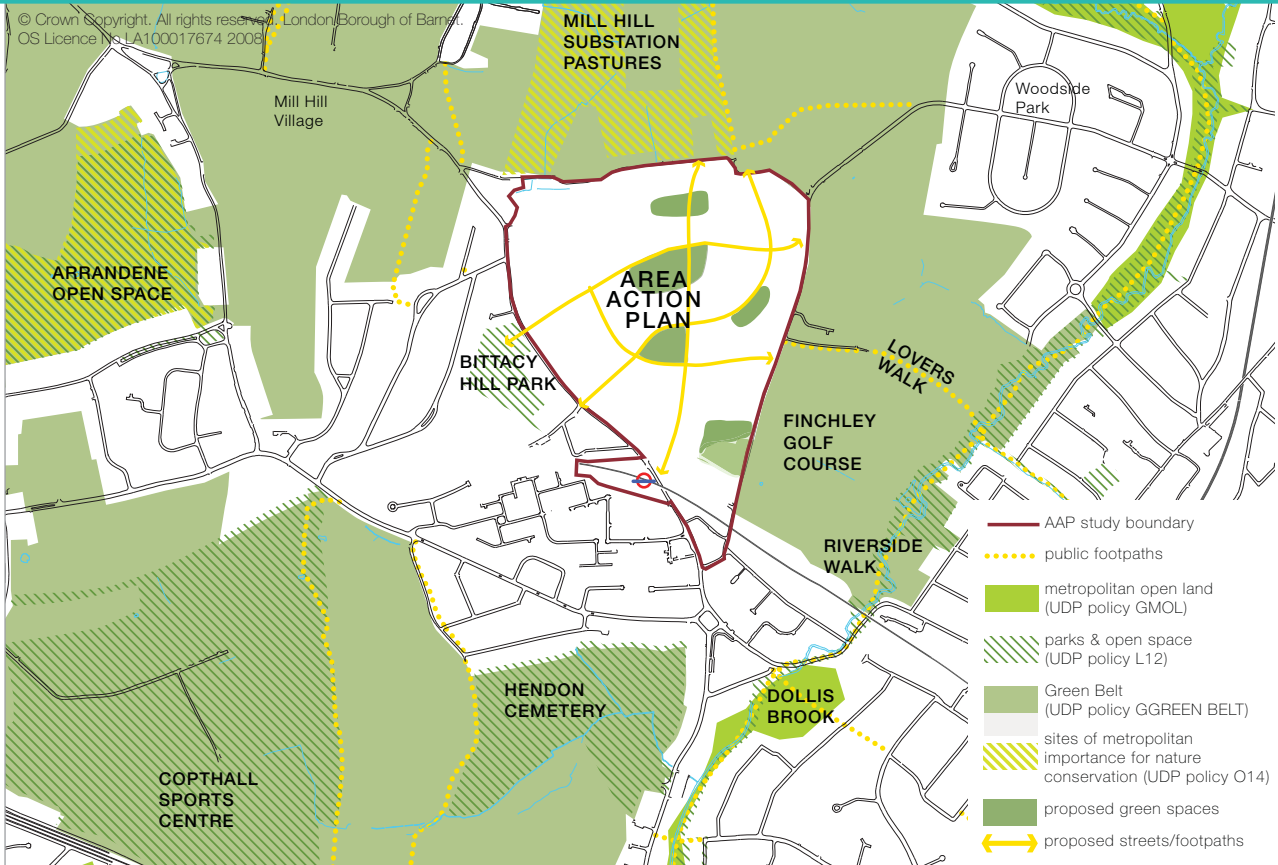


Figure 5.4 Landscape Context

5.7.5 The council will seek developer contributions to undertake improvements to nearby green spaces including better access to Bittacy Hill Park and improved local footpaths.

5.7.6 The Proposals Map shows a series of open spaces which will be linked by tree lined streets to form an attractive setting for the residential development, and help to limit the visual impact of the development when viewed from Green Belt to the south. The illustrative landscape plan Figure 5.5 shows how these principles could be taken forward.

5.7.7 The parks will be located to take advantage of the panoramic views across the Borough which include views to Wembley and Highgate Hill. This feature will help to ensure that the parks are well visited, a great location for play, picnics and events, and contribute to the site's unique character.

5.7.8 Where possible, the park areas will incorporate existing areas of green space and take advantage of the mature trees – for example, it is proposed that the avenue of mature poplars in Inglis Barracks will form the southern edge of the large central park.

5.7.9 Park spaces will incorporate a range of different uses and designs and include formal sports provision and informal recreation spaces, play spaces for children and teenagers, landscaped gardens for relaxation, wildlife areas and woodland, footpaths and cycleways, and sustainable drainage infrastructure including swales, attenuation pools and basins.

5.7.10 Streets should provide space for tree planting wherever possible and private and communal garden spaces will also add to the leafy character of the new neighbourhood.

Figure 5.5 Illustrative Landscape & Sustainable Urban Drainage (SUDS) Plan





POLICY MHE8: Children's Play Space

Developers will be required to make provision for play and informal recreation facilities based on an assessment of needs generated by the proposed development.

Children's Play Space

5.7.11 Development should incorporate creative, child-friendly play space and will be required to meet the requirements for the provision of play and informal open space for children and young people set out in the London Plan, 2008 (Policy 3D.11i). The guidance contained within the Supplementary Planning Guidance 'Providing for Children and Young People's Play and Informal Recreation' (GLA, March 2008) indicates a target of 10sqm of accessible space per child. Play space includes small pocket play areas within residential areas as well as provision for play for different age groups within local parks. Importance is placed on the proximity of play space to homes and safe access for children. Provision of local play spaces within residential areas will be in addition to the local parks, although part of the play requirements may be met within the local park allocation where space is accessible at all times.

POLICY MHE9: Protection of Green Belt & Biodiversity

Development will not be permitted within the area designated as Green Belt which is not compatible with its purpose and objectives in accordance with UDP Policy O1. Development proposals adjacent to the Green Belt will be required to secure an enhancement in the visual amenity of these areas through a combination of good design, appropriate siting and perimeter landscaping which respects the character of the surroundings in accordance with UDP Policy O7.

Ecological surveys including bat surveys will be required before development can commence to ensure appropriate mitigation measures are undertaken.

Native species planting should be used throughout the development to encourage biodiversity.

Green Belt

5.7.12 The site contains 0.6 ha of Green Belt land towards the southern edge and this will be retained. It is proposed that the Scout Camp will be retained, but opportunities to improve public access to the land will be explored. The woodland area to the north will also be retained and managed to encourage increased biodiversity.

Biodiversity

5.7.13 The site is currently of limited nature conservation importance. However, the baseline Phase 1 ecology survey identified that bats (Pipistrelle sp.) are using the site, possibly for mating purposes. These mammals are specifically protected under the Wildlife and Countryside Act 1981 (and amendments) and in England and Wales the CRoW Act 2000. If identified, as a result of further survey work, roosting, breeding and/or hibernating anywhere within the Mill Hill East area, Natural England must be consulted regarding mitigation measures.

5.7.14 Mature trees will be retained within development wherever possible. These will be reinforced with new planting. There will be an emphasis on planting native trees and shrubs in new avenues and streets – native species have a greater number of birds, invertebrates and other fauna associated with them. Bat boxes and bird boxes will be provided.



Sloping recreation areas at Inglis Barracks.

5.8 Transport and Access

POLICY MHE10: Making the Right Connections

Development within the site will be based on a new network of streets linking the new development to the surrounding area and creating good walking and cycling links to destinations such as the underground station.

Street design will follow the latest Government highways guidance set out in the Manual for Streets (DFT/DCLG 2007) promoting the importance of place-making rather than the creation of highways dominated developments.

The following strategic highways elements will be required on site:

- A new east-west street across the site linking Bittacy Hill and Frith Lane, suitable for use as a bus route; and
- A high street running south from the east-west street to Mill Hill East station, suitable for use as a bus route.

Making the Right Connections

5.8.1 The site will be connected to the surrounding area and have a permeable layout with an emphasis on creating direct and safe pedestrian and cycle routes to destinations such as the underground station and local schools. Sustainable transport modes including walking, cycling and public transport must be encouraged and suitable routes/ facilities designed into the development in order to meet the overarching policy objectives of creating a sustainable and successful 21st Century suburb.

High Quality Streets

5.8.2 Street design will be required to follow the latest Government highways guidance set out in the Manual for Streets (DFT/DCLG 2007). The Manual makes an important distinction between streets and roads and stresses the importance of place making and a move away from highways dominated developments.

5.8.3 According to the Manual:

'Roads are essentially highways whose main function is accommodating the movement of motor traffic. **Streets** are typically lined with buildings and public spaces, and while movement is still a key function, there are several others, of which the place function is the most important.'

A Hierarchy of Streets

5.8.4 A detailed strategic masterplan is required for the site before development commences. The masterplan should be based on a network of attractive streets, rather than roads, which form the setting for residential properties and open spaces. The network will be highly permeable to allow for the easy movement of pedestrians between the community facilities, parks and homes.

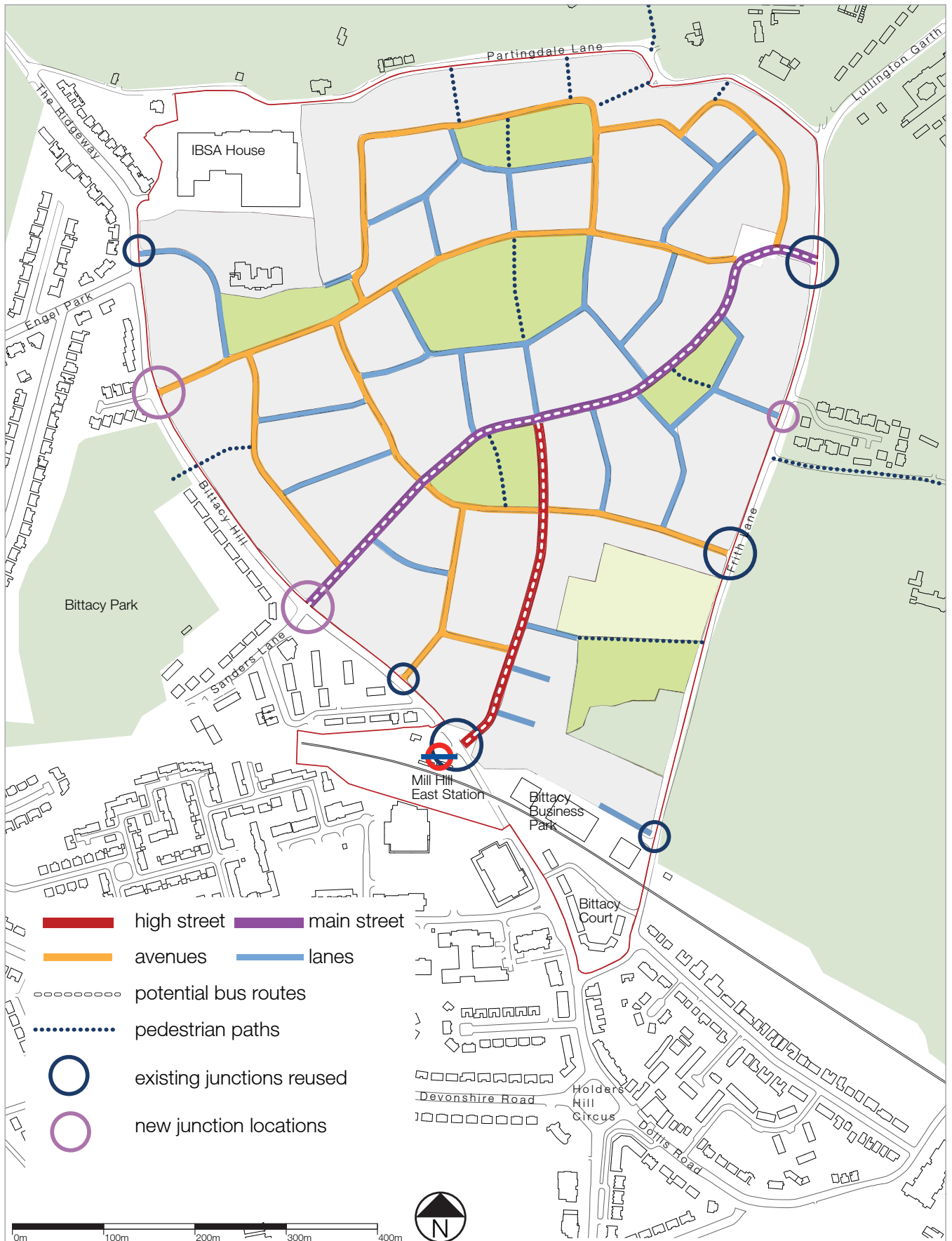
5.8.5 A hierarchy of streets should be designed, to accommodate a range of different movement and development needs from main streets down to quiet lanes or shared surface areas. The hierarchy will spread traffic across the development to limit severance, which can be caused when traffic is focussed on one busy route. Figure 5.6 illustrates how these principles could be taken forward.

5.8.6 The following street types are envisaged for the main thoroughfares in the AAP area:

- **High Street:** A key north-south connection which provides a link with the Main Street running east-west. This could be a mixed use street with generous pavements (three or more metres) with a small number of street parking bays to serve convenience shops / local facilities. Carriageways should be able to accommodate cyclists and buses.



Figure 5.6 Illustrative Street Network Plan



- **Main Street:** An east-west connection which provides a strategic link between Bittacy Hill and Frith Lane and the wider road network. This is a residential street with generous pavements (2.5-3m) and on-street parking where appropriate. Carriageways should be able to accommodate all traffic including cyclists and buses. The east-west route must function as a residential boulevard rather than a line of severance and the detailed design should demonstrate that access to property fronts, provision of bus stops and waiting areas, cycle facilities and excellent north-south pedestrian crossings are all successfully accommodated.

5.8.7 Additionally, a network of smaller scale streets and paths should permeate the development, the design of which will be developed in further detail through the masterplanning process:

- **Avenues:** Residential streets which serve a number of development blocks and accommodate street parking where appropriate. These streets should be designed to discourage through movements and should connect into the major access route.
- **Lanes:** Residential streets designed to serve a small number of properties. In some areas the carriageway may be shared between vehicles and pedestrians, and the design should ensure lower speeds. These lanes may include small groups of parking bays, public squares, planting and play spaces.
- **Pedestrian & Cycle Paths:** Where no motorised vehicular access is permitted, pedestrian and cycle paths will allow for connections between the development and the adjacent footpath network (for example, links onto Partingdale Lane), and across green spaces.

Access Points

5.8.8 The site will be accessed by a number of junctions onto Frith Lane and Bittacy Hill. These will be designed to cater for the movement demands into and out of the site, but should also consider the wider strategic needs of the network. The design of these junctions must sensitively address the adjacent residential properties and seek to limit any loss of trees along the boundary of the site.

5.8.9 Partingdale Lane is not suitable as a means of providing through access to the site; however a small number of properties may be served directly off it subject to satisfactory resolution of design issues including level changes and retention of vegetated banks.

Strategic Highways Infrastructure

5.8.10 Based on detailed real-time traffic modelling (VISSIM modelling), it is considered that the additional traffic arising from the development of around 2,000 additional homes can be accommodated with appropriate modifications to the local highway network. In particular, the transport studies have revealed the fundamental need to provide at least one east-west route across the site in order to prevent an unacceptable level of congestion on the local road network, whilst also realising strategic benefits for the borough by easing pressure on key confined junctions.

5.8.11 Although Partingdale Lane at the northern boundary of the site has been reopened to traffic, this road is considered unsuitable to provide this east-west connection given its essentially rural character. A new east-west connection is therefore proposed through the site in addition to Partingdale Lane, to serve new growth and development.

POLICY MHE11: Improvements to the External Highways Network

Development proposals will require the submission of a Transport Assessment and include appropriate measures to minimise impacts on the local highway network and promote public transport, walking and cycling. Travel Plans should be prepared to deliver this objective.

The development must make provision for any necessary off-site highway improvements, including (but not limited to):

- Frith Lane/ Bittacy Hill
- Holders Hill Circus.

Improvements to the External Highways Network

5.8.12 Real time traffic analysis of the emerging options has indicated the need for improvements to the existing highway network outside the AAP boundary. This is to ensure that any traffic created by the development will not cause unacceptable increases in traffic congestion at key junctions.

5.8.13 The details of these improvement schemes will be developed as part of the planning application process but current options under consideration include:

- **Frith Lane / Bittacy Hill:** replacement of the existing mini-roundabout with traffic signals including additional pedestrian crossing facilities; and
- **Holders Hill Circus:** reconfiguration of the existing roundabout including partial signalisation with additional pedestrian crossing facilities.



POLICY MHE12: Sustainable Transport

In accordance with UDP Policy M6, the development must make appropriate provision for public transport and ensure that this is accessible to all parts of the development including:

- The incorporation of a bus route between Bittacy Hill and Frith Lane which will be examined in consultation with TfL; and
- Improvements to Mill Hill East Underground Station, station forecourt and bus interchange which will be examined in consultation with TfL.

Preparation of a public transport strategy will be required in consultation with Transport for London and developers will be required to make appropriate contributions to the provision of public transport.

Direct and safe walking and cycling routes should be provided across the development, and supported by cycle storage facilities in new developments.

Sustainable Modes of Transport

5.8.14 The site has a relatively low Public Transport Accessibility Level at present (ranging from PTAL 1 to a high 2 near to the underground station), and in particular east-west bus connections are poor. In order to support the levels of development envisaged on the site, improvements to public transport have been sought.

5.8.15 The AAP has been developed in consultation with Transport for London (TfL) with the purpose of designing an appropriate new route to accommodate east-west bus movements through the site. This has the potential to include the re-routing or extension of one or more existing bus services (including 382, 221 and 240 routes) through the site, provide links to overground rail at Mill Hill Broadway and increase site PTAL levels. The feasibility and practicalities of these alterations will need to be investigated further in cooperation with TfL Buses in order to identify a suitable option. Final PTAL rating for the site will not be determined until more detailed routes and design details are resolved at planning application stage in discussion with TfL.

5.8.16 In consultation with TfL, it has been determined that step free access to the existing Underground station would be of benefit to the AAP area. While it is recognised that accessibility improvements are desirable, it is currently not within TfL's agreed station access programme. Therefore, options for development of the station and its interchange potential should be investigated in discussion with TfL and the funding of accessibility improvements will need to be supported through developer contributions.

5.8.17 The AAP also proposes optimising accessibility and providing new uses as part of a potential mixed use development at the underground station which may include employment or retail / commercial space linking to the Local High Street. This will ensure that higher trip generating uses are located close to the underground station and existing bus interchange.

5.8.18 In line with existing UDP policy the development at Mill Hill East must encourage the use of sustainable modes of travel such as cycling or walking through the provision of appropriate pathways and cycle storage facilities. The provision for cycling should take account of measures identified in the TfL Cycling Action Plan and as set out in the London Plan. The development should seek to secure linkages with the London Ring Walking Network.

POLICY MHE13: Parking

Residential parking requirements will vary across the site, taking into account proximity to public transport and unit size. Existing UDP guidance (Policy M14) will be taken as a maximum standard but a lower car parking ratio will be encouraged.

Developers will be expected to enter into agreements to draw up and implement Travel Plans, in accordance with UDP Policy M3. These will include measures to reduce car usage and promote increased walking, cycling and public transport use including:

- car sharing schemes/ car clubs;
- cycle routes and cycle parking;
- safe and attractive pedestrian routes.

Residential and non residential parking should be provided at levels consistent with adopted council policy and Annex 4 of the London Plan.

Integrated parking within a shared surface lane at Upton.



Parking

5.8.19 The level of car parking provision within the site should reflect its outer London location balanced with the requirements for high environmental and movement sustainability. Parking will vary across the site and will be agreed on a site by site basis, taking into account proposed use, proximity to public transport and unit size. Residential parking will be provided in accordance with adopted council policy and Annex 4 of the London Plan. Existing UDP guidance (Policy M14) on residential parking numbers will be taken as a maximum and is most suitable to lower density development in the north of the site.

5.8.20 Non residential uses should also seek to minimise car parking provision, while ensuring business viability. Annex 4 of the London Plan provides guidance on appropriate levels of provision.

5.8.21 The design of car parking and facilities should also consider how needs may change in the future, be flexible and adaptable and provide appropriate levels of Blue Badge parking spaces for the disabled.

5.8.22 Innovative transport solutions such as car sharing and car clubs will be encouraged to reduce the level of car ownership and usage.

5.8.23 Cycle use will be promoted both within and surrounding the site. Appropriate levels of cycle parking should be provided.

Car Parking Design

5.8.24 The design of car parking within the development should take into account the guidance set out in English Partnership's publication 'Car Parking: What Works Where', 2006 and other relevant publications.

5.8.25 Architectural design should make best use of the site's sloping character, for example to provide secure undercroft / basement parking, thereby minimising any visual impacts from parking related development. On street car parking should be used to provide non-allocated flexible spaces to the front of properties and streets should be designed with appropriate widths to accommodate parking and street trees. Where on plot surface car parking is provided, car parking spaces should have surveillance from ground or first floor windows and parking courts should serve a maximum of 6 properties.

5.9 Sustainable Development

POLICY MHE14: Creating a Sustainable Development

Residential Development: Residential development will be required to achieve a minimum of Level 4 as set out in the Code for Sustainable Homes. The required code level will be increased during the plan period with the ultimate objective of achieving Level 6 and to be zero carbon by 2014.

Non-residential Buildings: Commercial and community buildings will be required to achieve a BREEAM excellent rating.

Materials: Construction materials should achieve a rating of A+ to D in the BRE Green Guide to Specification (2008) or equivalent.

Drainage: Sustainable urban drainage systems (SUDS) will be incorporated within the development in line with guidance from the Environment Agency and Thames Water.

Green / brown roofs will be used on buildings wherever practicable to reduce rainwater run-off and increase biodiversity and should be provided on the health centre and school.

Provision should be included for grey water recycling within the development.

A Drainage Strategy will be required to detail the requirements for strategic drainage infrastructure to support the proposed development.

Energy: 20% of all energy requirements should be met from renewable technologies in accordance with strategic policy.

An Energy Strategy, which will include a feasibility study of the provision of district heating including a Combined Heat and Power analysis, will be required to detail the requirements for strategic energy infrastructure to support the AAP proposed development.

Waste: 50% of waste within the AAP area should be recycled or composted by 2010, rising to 60% by 2015.

Sustainable Infrastructure: A minimum of 0.5 hectares of land is required for the provision of sustainable infrastructure. This may include energy infrastructure (including combined heat and power), recycling facilities for local residents or other related uses. An indicative site is shown on the Proposals Map.

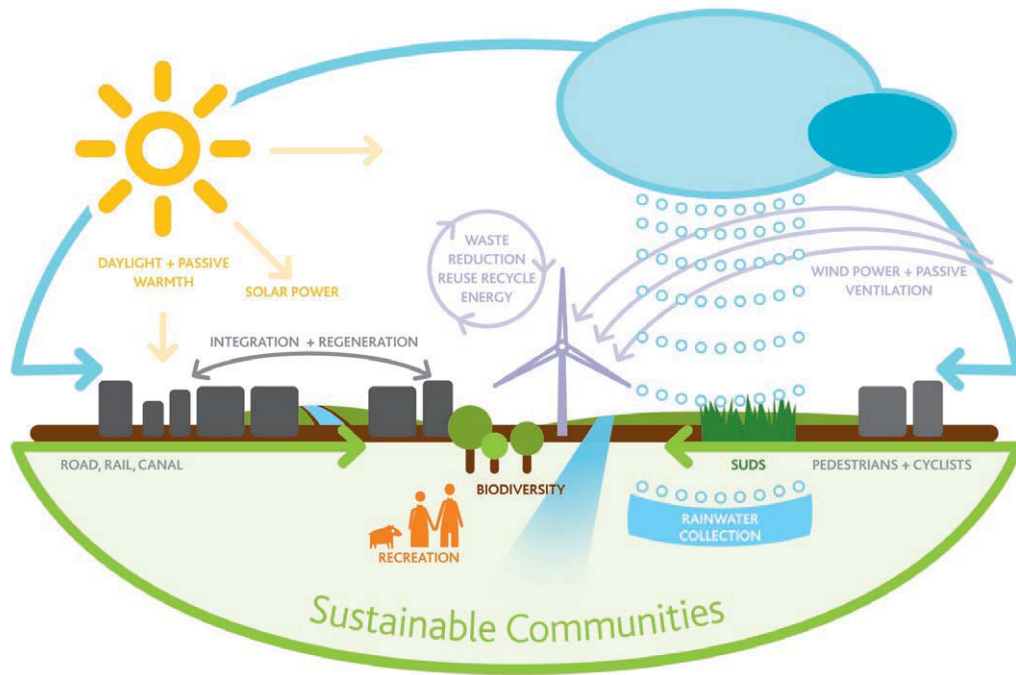


Figure 5.7 Sustainability cycles

Creating a Sustainable Development

5.9.1 Mill Hill East offers the opportunity to create an exemplar sustainable development. Development must achieve the highest standards in sustainable design and construction including energy, water and drainage, building materials, waste, ecology and transport. Sustainable design and high quality design should be integral concepts, as outlined in Barnet's draft Sustainable Design and Construction Supplementary Planning Document (SPD) (2007).

5.9.2 Residential development will be required to conform, at a minimum, to sustainable standards of energy reduction and building construction as outlined in the London Plan and the council's Sustainable Design and Construction SPD as well as meeting increasing Government targets on energy efficiency and carbon use reaching zero carbon emissions by 2016 at the latest.

5.9.3 An energy strategy will be required to detail the requirements for strategic energy infrastructure

to support the AAP proposed development. The strategy should include a feasibility study of the provision of district heating and an analysis of whether this can be supplied by Combined Heat and Power. This will establish a framework to minimise carbon dioxide emissions in the AAP area through energy efficient design, achieve connection to any district heating system and the use of complementary on-site renewable energy technologies.

Residential Development

5.9.4 All new residential development should achieve a minimum Level 4 of the Government's Code for Sustainable Homes. The required code level will be increased during the plan period with the objective of achieving Level 6 by 2014 and be zero carbon. This, however, will be dependent on incorporating a phased provision of measures, relating to energy efficiency and reduction of water consumption, to ensure this target is achievable.

5.9.5 In addition, materials used in construction should fall into categories A+ to D of the BRE Green Guide to Specification (2008), whilst respecting the suburban character and vernacular of high quality, existing buildings in the surrounding area.

Non-Residential Development

5.9.6 The sustainability of commercial and community buildings is classified by BREEAM standards. At Mill Hill East, commercial and community buildings should achieve an 'excellent' rating, consistent with the exemplary nature of this development.

Infrastructure

5.9.7 Approximately 0.5 hectares of land is identified on the Proposals Map as a potential location for sustainable infrastructure. The exact location and size of this allocation is to be determined through a detailed study of required infrastructure to achieve the level of sustainability that is proposed. An indicative location is shown on the Proposals Map.

5.9.8 The sustainable infrastructure will include energy infrastructure. If the energy strategy finds that the provision of district heating and cooling should be supplied by Combined Heat and Power, new development in the AAP area will be required to be designed to connect to any future system for power, heating and cooling by incorporating communal heating, centralised plant space and facilities to easily connect to a decentralised energy network. It may also include recycling facilities for local residents.

Waste

5.9.9 In line with the Mayor's Municipal Waste Management Strategy (2003); Rethinking Rubbish in London, the AAP encourages the priorities of the waste hierarchy and promotes the reduction, recycling and composting of waste.

5.9.10 Every effort will be made to reach the targets set by the Waste Management Strategy for recycling and composting of waste within the AAP area of 50 per cent by 2010 and 60 per cent by 2015.

Gold Lane, Edgware: an award winning scheme within the Borough which uses green roofs.



Drainage

5.9.11 Sustainable urban drainage systems (SUDS) will be incorporated within the development in line with guidance from the Environment Agency and Thames Water. SUDS features mitigate rainwater run-off from built up areas, allowing more natural infiltration into the ground and reducing the fast run-off of storm water into the pipe network and nearby streams. Based on the level of development proposed at Mill Hill East, initial drainage assessment work calculates that attenuation features of up to 5,000 cubic metres capacity will be required to accommodate 1:100 year flood events on site. This figure will be reduced considerably by the use of green / brown roofs on buildings wherever practicable to reduce rainwater run-off and increase biodiversity. The AAP proposes that green/ living roofs should be used on community / commercial buildings as part of the SUDS system subject to detailed design.

5.9.12 Attenuation features include ponds within parks creating wetland areas which encourage increased biodiversity, or dry floodable basins which could be designed as useable amphitheatres. Swales and soakaways located on streets running along the contour lines, provide an attractive green element and add character to a development.

5.9.13 The illustrative layout in Figure 5.5 provides an example of how SUDS could be integrated into the development. The final solution will require a detailed flood risk and drainage assessment study and liaison with the Environment Agency.



SUDS integrated into the urban environment

5.10 Design

POLICY MHE15: Design

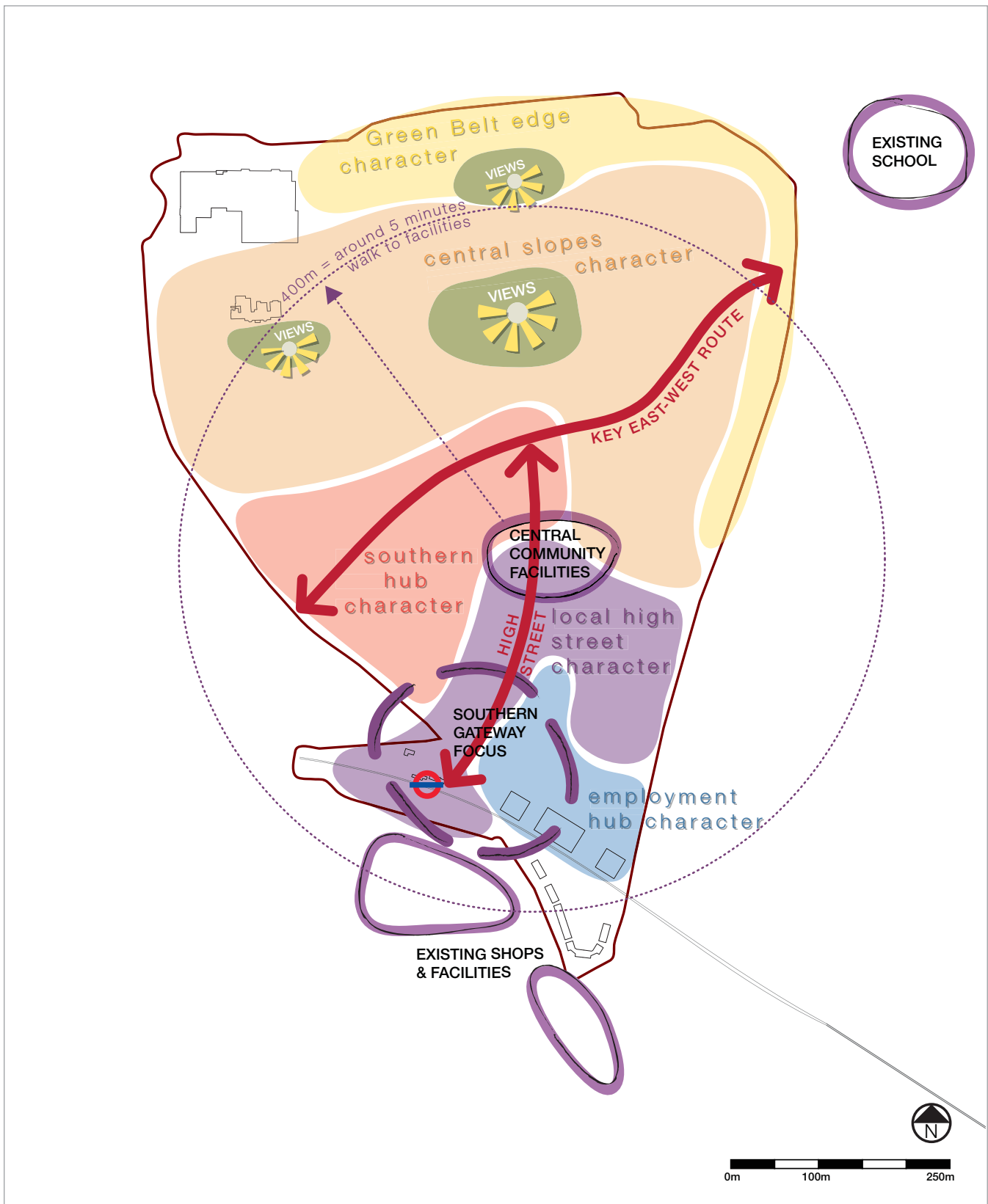
Development should be in accordance with the following principles as shown in the Urban Design Framework Plan (figure 5.8):

- Creation of a 'gateway' to the site near the Underground station, with local shops and offices focused around a new public space and enhanced pedestrian crossing;
- Creation of a high quality local high street which provides a link between this gateway and the heart of the site and an adjacent employment hub (see MHE CA4-5);
- Creation of three residential character areas which are responsive to the suburban character and setting of the development: Green Belt Edge, Central Slopes, Southern Hub. (see MHE CA1-3);
- Aligning parks and buildings and taking advantage of site topography to create a series of panoramic views from public green spaces across the site, but also to limit the impact on views into the site;
- Positioning community facilities and public transport stops to be within five minutes walking distance (400 metres) of most new residents.

5.10.1 The council is committed to securing good urban design, to enhance and maintain the high quality, suburban character of the borough and to create a variety of attractive residential environments.

5.10.2 The design approach of the AAP reflects the key characteristics of successful urban areas which have been identified in the DETR/CABE publication 'By Design: Urban Design in the Planning System: Towards Better Practice' (2000), and the recently published Manual for Streets (DfT/DCLG, 2007). These principles have informed the spatial arrangement of land uses shown on the Proposals Map which have been summarised on the Urban Design Framework Plan (figure 5.8).

Fig 5.8 Urban Design Framework Plan



An Appropriate Character and Scale

5.10.3 Mill Hill East lies at the boundary of Greater London and its Metropolitan Green Belt. It has a direct tube link to the City, yet nearby Mill Hill Village retains much of its historic village character. The AAP is sensitive to this contrast which gives the area its unique character and considerable opportunities. Development must add positively to the high quality leafy, suburban setting and establish a transitional character.

5.10.4 Five development character areas have been identified within the site. Part 3 provides more detailed design guidance for each of these character areas to ensure high quality development is brought forward which respects the existing character of the area and creates a strong sense of place.

5.10.5 Three residential character areas are proposed, which respond carefully to the immediate local setting of the site and will encourage a range of different housing styles, sizes and types within attractive, high quality streets:

- **Green Belt Edge:** lower density development along the northern and eastern perimeters of the site (principally along Partingdale Lane and Frith Lane);
- **Central Slopes:** an area where development needs to respond to the steep slopes in the centre of the site; and
- **Southern Hub:** higher, more urban densities near the Underground Station.

Two non-residential character areas are also proposed: the Local High Street and Employment Hub which will have their own distinctive scale and character:

- **Local High Street:** extending from the Underground Station to the middle of the site, containing a mix of uses including local convenience retail, a primary school and health centre; and
- **Employment Hub:** including and extending out from the existing Bittacy Business Centre to include new office and light industrial space.



A green and leafy hill side: an attractive example from Bristol.

Continuity & Enclosure

5.10.6 A high quality of design and layout will be required throughout the site. Buildings should be arranged in a traditional perimeter block layout with entrances fronting the street and secure gardens and parking areas to the rear. Perimeter blocks provide a strong continuity to the street and are a key feature of areas exhibiting high quality urban design. They also clearly define the boundaries between public areas ('the street') and private areas ('the centre of the block').

5.10.7 Landscaping and tree planting will be required to enhance the suburban character of the area and integrate with its surroundings, and deeper 'green planted' zones will be provided along the Green Belt edges in the north and east.

A Welcoming Gateway

5.10.8 The existing arrival point at Mill Hill East underground station opposite the depot is unattractive. A new focus for the development is proposed in this location, creating a 'gateway' to the site near the underground station, with local shops and offices provided around a new public space and enhanced pedestrian crossing. The route into the new development will be clearly demarcated and the local high street will draw visitors into the heart of the site.

Responding to Views & Vistas

5.10.9 The steep topography is a key feature of the area's character with panoramas from the upper parts of the site taking in much of North London. A series of parks are proposed from which these panoramas can be viewed. The street layout and building alignment of development proposals will be required to take advantage of the attractive views and the south facing slopes. The alignment of blocks should be carefully designed to create viewing corridors which link the open spaces, and allow views out to the wider borough, to create a visually interesting and attractive journey through the site. The impact of development on views into the site should also be carefully considered.

5.10.10 Special features should be incorporated throughout the site and particularly along view corridors to aid legibility. These features could include architectural details such as unusual windows or a roof line, a group of trees or an especially attractive building facade which provide landmarks and add variety to the overall sense of place.

Creating a Well Connected Place

5.10.11 The steep central section of the site impacts on the ease with which people can walk from north to south. This has been a particular consideration in the location of the community facilities and public transport routes centrally within five minutes walking distance (400 metres) of most new residents. Ease of movement will also be improved through the provision of a permeable street network including a new east-west main street which is suitable for bus use, cycling and walking routes.

Fig 5.9 Views and Landmark Features



POLICY MHE16: Delivering Design Quality

Development proposals will be required to demonstrate a high level of quality in urban design, architecture and landscape design and to be in general conformity with the design guidance set out in the AAP.

Delivering Design Quality

5.10.12 Good urban design is essential to produce attractive, high quality places where people will want to live, work and invest. There is a general desire for better designed places which will inspire and be valued, places where vibrant communities can grow and prosper. Good urban design also has the potential to maximise the environmental sustainability of a place which is now more important than ever before.

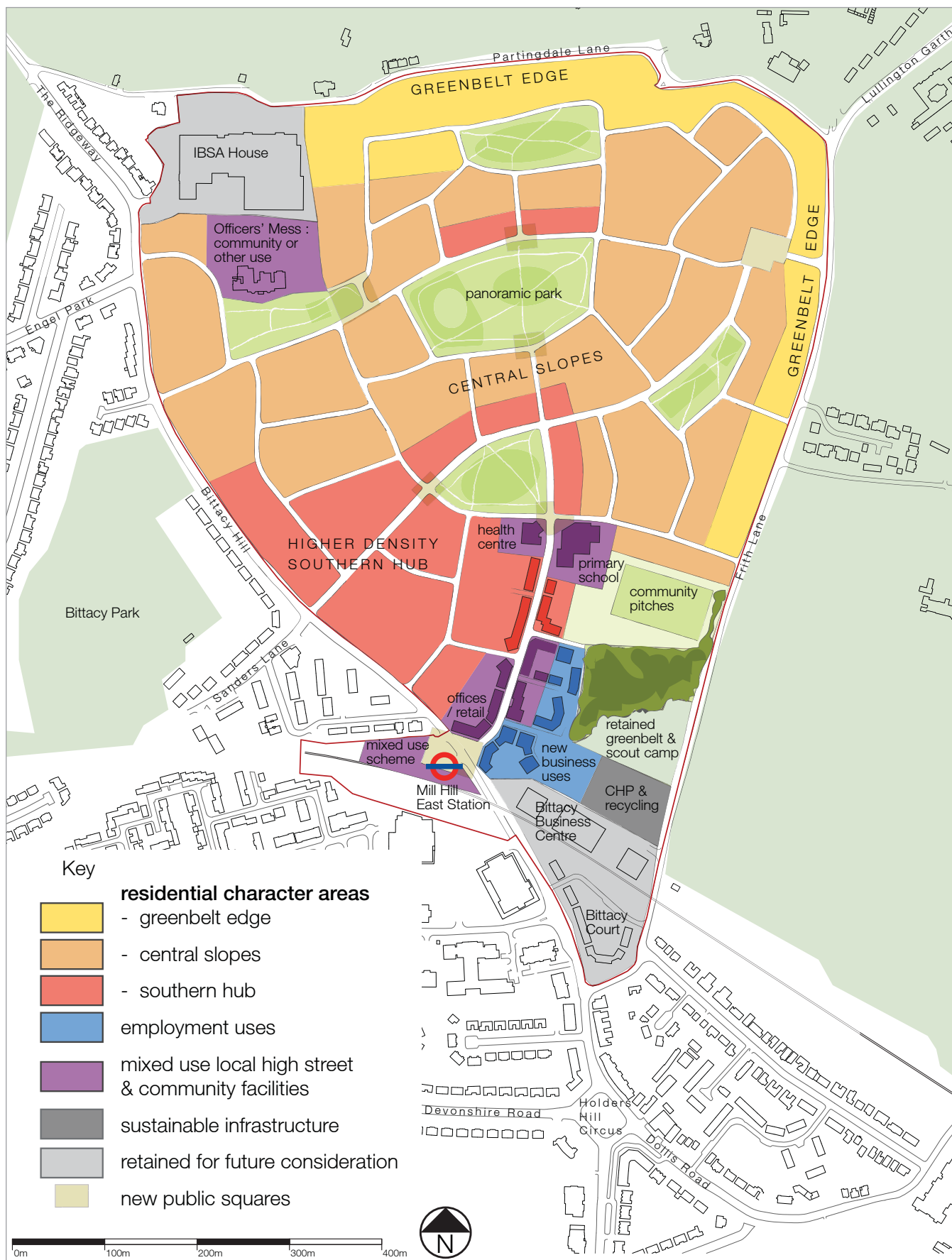
5.10.13 Investment in the design quality of buildings and public spaces is vital to delivering a place that will stand the test of time and provide an attractive and well functioning neighbourhood for generations to come.

5.10.14 In order to begin the process of detailed master planning, design guidance has been provided in Part 3 of the AAP. An illustrative development framework for the site is provided in figure 5.10 to illustrate in more detail how the objectives of the AAP and urban design framework plan could be achieved. This will be further developed as part of the preparation of detailed development proposals and design codes for the site.

High quality townhouses, an example from Greenhithe, Kent.



Fig 5.10 Illustrative Development Framework.



POLICY MHE17: Conserving Built Heritage

Development proposals affecting locally listed buildings and structures should seek to safeguard their special character, appearance and setting in line with UDP policies HC14 and HC15.

Conserving Built Heritage

5.10.15 Barnet has a rich architectural heritage and has drawn up a Schedule of Buildings of Local Architectural or Historic Interest (the 'Local List'), which identifies buildings of local importance. Buildings identified within the Local List, which includes the Officers' Mess are considered by the council to be of importance to the borough's heritage and townscape character and are protected from demolition under UDP policy HC14 and HC15.

5.10.16 The special character of the Officers' Mess and grounds will be protected and enhanced.

5.10.17 It will be necessary to ensure that development does not have adverse impacts on nearby listed structures including properties on Partingdale Lane and The Ridgeway.

The Officers' Mess, War Memorial and gardens.

Right: A successful mix of contemporary and traditional house styles.



