

**LOCATION:** Grahame Park, London, NW9 5XA.

**REFERENCE:** 19/5493/OUT                      **Received:** 9 October 2019  
**Accepted:** 9 October 2019

**WARD:** Colindale                              **Expiry:** 8 January 2020

**APPLICANT:** Choices for Grahame Park/Notting Hill Genesis

**PROPOSAL:** Hybrid planning application for the demolition of 630 residential units and existing commercial, retail and community floorspace, and the phased redevelopment of Plots 10-12 of Grahame Park comprising a full planning application for the redevelopment of Plot A and an outline planning application for the redevelopment of Plots B to Q for up to 2,088 residential units and up to 5,950sq.m (GEA) of flexible non-residential floorspace.

Full planning permission is sought for the demolition of 113 existing homes and the redevelopment of Plot A comprising the erection of 5 buildings between 3 and 11 storeys to provide 209 new homes and 440sq.m (GEA) of non-residential floorspace (Use Class A1, A2, A3, B1), landscape, public open space and public realm, associated car parking, cycle spaces and other associated works.

### **Application Background and Summary**

Grahame Park Estate is the largest council housing estate in the borough. Although popular with many early residents when it was first built in the 1970s, significant problems arose due to a combination of factors including the concentration of vulnerable and disadvantaged people and the estate's design which isolates it from the surrounding areas. As a result, Grahame Park has suffered from serious decline and socio-economic problems over the years.

A tenants participation survey in 1999 identified a number of issues including the poor physical environment and poor image, unsafe and difficult circulation routes owing to the Radburn style separation of vehicles and pedestrians, overcrowding and inappropriate occupancy for large families, a high turnover of stock, poorly placed and poorly integrated local facilities and poor quality of shopping choice. It is for these reasons that the Council, in partnership with Choices for Grahame Park ('Choices'), decided to embark on a major programme to regenerate the estate and transform it into a thriving mixed tenure neighbourhood.

An outline planning application was submitted by Choices in 2004 for the redevelopment of the estate (reference W01731JS/04). This scheme was approved in September 2004 subject to a Section 106 Agreement. Following the completion

of the Section 106 and Principal Development Agreement for the regeneration, outline planning permission was finally granted on the 31<sup>st</sup> January 2007.

This consent was subsequently amended under a Section 73 application to vary the approved phasing under reference number [W/01731/LB/07] (granted on 14<sup>th</sup> August 2008) and an extension to the time limit for implementing the planning permission which was approved on 16<sup>th</sup> February 2011 under planning reference number [H/04448/10]. All of the first portion of the regeneration (Stage A) has now been completed with a total 685 new homes having been delivered within Stage A. Of these 685 new homes, 52% are affordable (235 social rent, 38 affordable rent and 81 intermediate).

Stage A also accommodates the new Barnet and Southgate College having relocated from its former site at Grahame Park Way, the relocated Colindale Library (previously located on the Concourse) and the Council's new purpose built offices at 2 Bristol Avenue.

The outline masterplan has become out of date and is no longer viable. An updated approach to the regeneration of the estate was needed, and LBB decided that – given the long-term nature of the project – a planning framework with greater flexibility than an outline permission was required. LBB therefore decided to produce a Supplementary Planning Document (SPD) for Grahame Park to set out the overall principles for regeneration along with detailed design guidance. The SPD was developed in partnership by Genesis Housing Association (GHA) and LBB, with Mae Architects leading the master planning and design elements of the SPD.

The SPD is a material consideration in the planning process for all applications affecting the Estate. The SPD sits below Barnet's Local Plan Core Strategy and Development Plan Documents, as well as the Colindale Area Action Plan (CAAP).

The Grahame Park SPD (2016) breaks Stage B down into three phases. The Proposed Development takes in the entire first phase, involving the redevelopment of the Concourse area, along with a small part of Phase 3 that is currently occupied by the estate's energy centre. The entirety of Phase 1 has been allocated as an area for 'comprehensive redevelopment' which requires the full demolition of existing buildings and structures, and new development to take the place of the existing estate.

Following the completion of the SPD a comprehensive scheme for the redevelopment of the estate was submitted in 2017 under planning application reference [17/2840/OUT] for the following development:

*'Outline planning permission for the demolition of 630 existing residential units, Everglade GP Practice, Community Hall, library and retail units and the construction in three phases (plots 10, 11 and 12) of: 1083 residential units (use Class C3); a Community Hub of approximately 3,766 sq.m (GIA) comprising a community hall and workshop rooms, a daycare nursery, a GP Health centre, community health facilities and ancillary office accommodation (all use class D1) along with 186 sq.m (GIA) café (use class A3); approximately 340 sq.m (GIA) of retail space (predominantly use class A1, along with A2, A3, A4 and/or A5) ; a flexible ground*

*floor space of approximately 55sq.m (GIA) (use class A1 or use class B1) within Block 10B; a new energy centre to provide district heating; and associated car parking, open space, landscaping and access arrangements.*

*Within the outline application:*

- full details are submitted for the means of access, layout, scale, appearance and landscaping of Plots 10 and 12 and associated works; and*
- full details of Plot 11 are submitted for the means of access, layout, scale, appearance and landscaping with the exception of Plot 11D, where details of layout and scale are submitted, with means of access, appearance and landscaping reserved.'*

The London Borough of Barnet resolved in November 2017 to grant planning permission subject to referral to the Mayor of London.

The Mayor of London subsequently directed Barnet Council to refuse the scheme in December 2017 for the following reasons:

- 1. The application demonstrably fails to replace the existing affordable housing on either a unit, floorspace or habitable room basis, and results in the loss of 257 existing social rented units. The proposals are therefore contrary to London Plan Policy 3.14, draft London Plan Policy H10, the Mayor's Affordable Housing and Viability SPG and the Mayor's draft Good Practice Guide to Estate Regeneration.*
- 2. In the absence of a planning obligation that provides a minimum of £840,000 to deliver additional bus capacity, the impact of additional peak hour trips on the bus network in the area remain unmitigated and are therefore likely to have unacceptable impact on the public transport network, as well as failing to ensure that alternatives to the private car are accessible and appealing, contrary to London Plan policies 6.3 and 8.2 draft London Plan policies T3 and DF1.*

In directing the Council to refuse the application, the Mayor set out his view that it was possible for the proposals to be successfully amended to better optimise the development and housing potential of the site and ensure that replacement social rented housing and necessary transport mitigation was secured. It was advised that the Council and applicant work with the GLA and TfL to bring forward a revised scheme that met these strategic objectives.

The application was subsequently refused on the 13<sup>th</sup> February 2018 in accordance with the Mayoral direction.

The current application planning application reference [19/5493/OUT] has been developed in order to overcome the GLA's reasons for refusal as well as fulfilling Barnet Council's objectives for the regeneration of the Grahame Park Estate, and follows extensive pre application discussions between Notting Hill Genesis and Barnet Council along with pre application discussions with the GLA.

The description of development is as follows:

*'Hybrid planning application for the demolition of 630 residential units and existing commercial, retail and community floorspace, and the phased redevelopment of*

*Plots 10-12 of Grahame Park comprising a full planning application for the redevelopment of Plot A and an outline planning application for the redevelopment of Plots B to Q for up to 2,088 residential units and up to 5,950sq.m (GEA) of flexible non-residential floorspace.*

*Full planning permission is sought for the demolition of 113 existing homes and the redevelopment of Plot A comprising the erection of 5 buildings between 3 and 11 storeys to provide 209 new homes and 440sq.m (GEA) of non-residential floorspace (Use Class A1, A2, A3, B1), landscape, public open space and public realm, associated car parking, cycle spaces and other associated works.*

*Outline planning permission (scale, layout, landscaping and appearance reserved) for the demolition of 517 existing residential units, buildings and structures on Plots B to Q, and the redevelopment of the site in a series of phases to provide up to 1,879 new homes and up to 5,510sq.m (GEA) of non-residential floorspace within classes A1, A2, A3, A4, B1, D1 and D2 including a community centre and children's day nursery in buildings ranging in height from 3 storeys to 15 storeys, with associated public open space, hard and soft landscaping, public realm, car parking spaces, and cycle parking spaces, stopping up and diversion of Lanacre Avenue and associated works'*

The application is referable due to the mayor of London as the development falls within identified criteria as defined under the Town and Country Planning (Mayor of London) Order 2008.

## **RECOMMENDATION**

### **Recommendation 1**

The application, being one of strategic importance to London, must be referred to the Mayor of London. As such, any resolution by the committee will be subject to no direction to call in or refuse the application being received from the Mayor of London.

### **Recommendation 2**

Subject to Recommendation 1 above, the applicant and any other person having a requisite interest be invited to enter by way of an agreement into a planning obligation under Section 106 of the Town and Country Planning Act 1990 and any other legislation which is considered necessary for the purposes of seeking to secure the following, subject to any changes as considered necessary by the Head of Development Management:

(a) Legal Professional Costs Recovery  
Paying the Council's legal and professional costs of preparing the Agreement and any other enabling arrangements.

(b) Enforceability  
All obligations listed below to become enforceable in accordance with a timetable to be agreed in writing with the Local Planning Authority.

(c) Affordable housing

50% affordable housing by units across the whole development (1045 units in total) on the basis of the following indicative unit mix:

Social Rent and London Affordable Rent (346 Units)

123 x 1 Bed  
147 x 2 Bed  
53x 3 Bed  
22 x 4 Bed  
1 x 5 Bed

Shared Ownership (699 Units)

417 x 1 Bed  
282 x 2 Bed

(d) Affordable Housing – Review Mechanism

Submission of an Early (if implementation is delayed), Mid and Late Stage Viability review.

(d) Community Centre & Nursery

The delivery of the Community Centre & Nursery non-residential buildings to the satisfaction of the Local Planning Authority.

(e) Heybourne Park

The delivery of the proposed improvements to Heybourne Park to the satisfaction of the Local Planning Authority up to a value of £2,000,000 plus indexation. Or payment of equivalent cash sum to the Council to carry out said works.

(f) Health Centre

The delivery of a new health centre to the satisfaction of the Local Planning Authority or cash payment TBA towards the provision of such a facility elsewhere in the Colindale Area.

(g) Carbon Offset Payment

Payment of TBA towards Carbon Offset to meet mayoral zero carbon target.

(h) Recruitment, employment and training

The applicant would be expected to enter into a Local Employment Agreement with the Council to provide for the following outcomes:

Part 1a - Non-financial obligations	Outputs	30% of Outputs to Commute	70% of Outputs to Discharge
a) Progression into Employment (unemployed under 6 mths)	40	12	28
b) Progression into Employment (unemployed over 6 mths)	45	13.5	31.5
c) Apprenticeships (min NQV Level 2)	50	15	35
d) Work Experience (min 10 days)	122	36.6	85.4
e) School/College/ University Site Visits	1113	1113	1113
f) School/College Workshops	612	612	612
g) Local Labour	10%	10%	10%
h) Local supplier requirements	10	10	10

**30% Commute- Above SPD-SEET Agreed Non- Financial Contributions**

Table C - Non-financial obligations	30% Non- Financial to Commute	Multiplier- SPD; 2014; Para; 2.8-2.12	Financial Contribution- Total to Commute	Difference of Non- Financial Obligations to Discharge
a) Progression into Employment (unemployed under 6 mths)	12	5,340.00	64,080.00	28
b) Progression into Employment (unemployed over 6 mths)	14	5,340.00	74,760.00	31
c) Apprenticeships (min NQV Level 2)	15	25,000.00	375,000.00	35
d) Work Experience (min 10 days)	37	5,340.00	197,580.00	85
e) School/College/ University Site Visits	1113	0.00	0.00	1113
f) School/College Workshops	612	0.00	0.00	612
g) Local Labour	10%	0.00	0.00	10%
h) Local supplier requirements	10	0.00	0.00	10
<b>TOTAL</b>			<b>711,420.00</b>	

(i) Travel Plan measures and monitoring:

Including Provision of Travel Plans covering the following:

Travel Plan – Residential -

Travel Plan – Non-Residential including Retail, Nursery, Health Centre (if applicable) & Community Centre

An appropriate Travel Plan Monitoring Fee would also need to be paid in relation to the above plans.

(j) Bus Contribution

A contribution 900,000 paid by the Developer to Council to fund the Bus Service Improvement.

(k) Colindale Tube Station Contribution

TBA contribution of up to £160,000 towards improvements at Colindale Tube Station if considered necessary.

(l) CPZ Contribution

Contribution TBA towards a study of CPZ's in the vicinity of the site and the implementation of a bespoke Grahame Park CPZ on adopted roads within the development.

Traffic Regulation Order amendments to exclude (new) residents from CPZ permits (outside of the redline boundary).

(m) Section 278 Works

The applicant shall submit plans showing details of highway works to the Council for approval prior to the commencement of construction works. The final details of the

proposed works to be undertaken to the existing public highways and adopted highways will be secured via a s278 agreement. These works include, but is not limited, to the following:

Northern Route (a contribution of up to £50,000 is sought) for:

- i. Bunns Lane / Lyndhurst Avenue mini roundabout – provision of informal crossing with refuge, in line with pedestrian desire line, including dropped kerbs and tactile paving
- ii. Bunns Lane / Woodcroft Avenue – provision of informal crossing with refuge, in line with pedestrian desire line, including dropped kerbs and tactile paving
- iii. Bunns Lane – replacement of informal crossing with zebra crossing

New and amended roads surrounding Plot A (a contribution of up to £150,000 is sought) for:

- iv. The southern access road shall form a new priority controlled junction with Heybourne Crescent south of Plot A.
- v. Great Field Road is to be converted to a one-way eastbound movement from its junction with Heybourne Crescent, past Saint Augustine's Church to its junction with the access road directly south of Plot A.

Enter into a Highways Agreement with the Council in respect of detailed design / highway works and adoption. This relates to all new roads and the new junction of Heybourne Crescent and site access road (south of Plot A).

(n) Pedestrian and Cycling improvements

S106 funding for the following schemes:

- i. Northern pedestrian route to Mill Hill Broadway Railway Station and the district town centre; and
- ii. Martlesham Walk pedestrian and cycling route improvement works (525 metre route). A part contribution of up to £150,000 is sought

(o) Section 106 Monitoring contribution

Monitoring Contribution TBA.

(p) All financial contributions listed above to be subject to indexation.

### **Recommendation 3**

That subject to Recommendation 1 and upon completion of the agreement specified in Recommendation 2, the Service Director Planning & Building Control or Head of Strategic Planning to approve the planning application reference 19/5493/OUT under delegated powers, subject to the following conditions.

The Committee also grants delegated authority to the Service Director Planning & Building Control or Head of Strategic Planning to make any minor alterations, additions or deletions to the recommended conditions/obligations or reasons for refusal as set out in this report and addendum provided this authority shall be exercised after consultation with the Chairman (or in his absence the Vice-

Chairman) of the Committee (who may request that such alterations, additions or deletions be first approved by the Committee).

## **Conditions**

### **Conditions relating to Plot A – Detailed Component**

1. The development hereby permitted must be commenced no later than THREE YEARS from the date of this permission.

Reason To comply with the requirements of Section 91 of the Town and Country Planning Act 1990.

2. The development hereby permitted for the detailed component shall be carried out in accordance with the following approved plans and documents:

HP-PTA-A0-RF-DR-A-9100\_PL1 Proposed site plan  
HP-PTA-A0-RF-DR-A-9150\_PL2 Proposed site plan Phase 01  
HP-PTA-A0-GF-DR-A-9101\_PL3 General arrangement plan - Ground floor  
HP-PTA-A0-01-DR-A-9102\_PL1 General arrangement plan - Level 01  
HP-PTA-A0-02-DR-A-9103\_PL1 General arrangement plan - Level 02  
HP-PTA-A0-03-DR-A-9104\_PL1 General arrangement plan - Level 03  
HP-PTA-A0-04-DR-A-9105\_PL1 General arrangement plan - Level 04  
HP-PTA-A0-05-DR-A-9106\_PL1 General arrangement plan - Level 05  
HP-PTA-A0-06-DR-A-9107\_PL1 General arrangement plan - Level 06  
HP-PTA-A0-07-DR-A-9108\_PL1 General arrangement plan - Level 07  
HP-PTA-A0-08-DR-A-9109\_PL1 General arrangement plan - Level 08  
HP-PTA-A0-09-DR-A-9110\_PL2 General arrangement plan - Level 09  
HP-PTA-A0-10-DR-A-9111\_PL1 General arrangement plan - Level 10  
HP-PTA-A0-RF-DR-A-9112\_PL1 General arrangement plan - Combined roof plan  
HP-PTA-A0-ZZ-DR-A-9200\_PL1 General arrangement elevation - South  
HP-PTA-A0-ZZ-DR-A-9201\_PL1 General arrangement elevation - North  
HP-PTA-A1-ZZ-DR-A-9202\_PL1 General arrangement elevation - A1 West & East  
HP-PTA-A2-ZZ-DR-A-9203\_PL1 General arrangement elevation - A2 West & East  
HP-PTA-A3-ZZ-DR-A-9204\_PL1 General arrangement elevation - A3 West & East  
HP-PTA-A4-ZZ-DR-A-9205\_PL1 General arrangement elevation - A4 South East North & West  
HP-PTA-A5-ZZ-DR-A-9206\_PL1 General arrangement elevation - A5 South East North & West  
HP-PTA-A0-ZZ-DR-A-9300\_PL1 Plot A General arrangement section - A-A  
HP-PTA-A0-GF-DR-L-9400\_PL1 Landscape plan - Ground floor  
HP-PTA-A0-01-DR-L-9401\_PL1 Landscape plan – First floor

### **Design reports:**



HP-PTA-A0-XX-RP-A-9002\_PL2 Design and Access Statement (DAS) Vol 2 - Detailed component

Reason: For the avoidance of doubt and in the interests of proper planning and so as to ensure that the development is carried out fully in accordance with the plans as assessed in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012) and NPPF and CS1 of the Adopted Barnet Core Strategy DPD (2012).

3. Prior to the commencement of above ground works for the detailed component, the following details shall be submitted to and approved in writing by the Local Planning Authority (unless otherwise approved and agreed):
  - i. Full details (including samples, where appropriate) of the materials and finishes to be used on all external surfaces
  - ii. Door, entrances, windows (including glazing specifications) and balconies (including drawings and section showing thresholds to adjacent internal spaces and drawings and sections of privacy screens)

Thereafter the feature hereby approved shall be installed prior to occupation and thereafter maintained in secure and good working order for the lifetime of the development.

Reason: To safeguard the character and visual amenities of the site and wider area and to ensure that the building is constructed in accordance with policies CS5 and DM01 of the Barnet Local Plan and policies 1.1, 7.4, 7.5 and 7.6 of the London Plan 2016.

4. Prior to occupation of the detailed component, the following details shall be submitted to and approved in writing by the Local Planning Authority (unless otherwise approved and agreed):
  - i. Details of the design and access controls for the car park gate(s)
  - ii. Building lighting

Thereafter the feature hereby approved shall be installed prior to occupation and thereafter maintained in secure and good working order for the lifetime of the development.

Reason: To safeguard the character and visual amenities of the site and wider area and to ensure that the building is constructed in accordance with policies CS5 and DM01 of the Barnet Local Plan and policies 1.1, 7.4, 7.5 and 7.6 of the London Plan 2016.

5. Prior to completion or first occupation of the detailed component, whichever is the sooner; details of treatment of all parts on the site not covered by buildings shall be submitted to and approved in writing by the Local planning Authority. The site shall be landscaped strictly in accordance with the

approved details in the first planting season after completion or first occupation of the development, whichever is the sooner. Details shall include:

- 1) a scaled plan showing all existing vegetation and landscape features to be retained and trees and plants to be planted;
- 2) location, type and materials to be used for hard landscaping including specifications, where applicable for:
  - (a) permeable paving
  - (b) tree pit design
  - (c) underground modular systems for new tree pits around car parking spaces
  - (d) Sustainable urban drainage integration
  - (e) use within tree Root Protection Areas (RPAs);
- 3) a schedule detailing sizes and numbers/densities of all proposed trees/plants;
- 4) specifications for operations associated with plant establishment and maintenance that are compliant with best practise; and
- 5) types and dimensions of all boundary treatments

There shall be no excavation or raising or lowering of levels within the prescribed root protection area of retained trees unless agreed in writing by the Local Planning Authority. Unless required by a separate landscape management condition, all soft landscaping shall have a written five-year maintenance programme following planting. Any new tree(s) that die(s), are/is removed or become(s) severely damaged or diseased shall be replaced and any new planting (other than trees) which dies, is removed, becomes severely damaged or diseased within five years of planting shall be replaced. Unless further specific permission has been given by the Local Planning Authority, replacement planting shall be in accordance with the approved details.

**Reason:** Required to safeguard and enhance the character and amenity of the area, to provide ecological, environmental and bio-diversity benefits and to maximise the quality and usability of open spaces within the development, and to enhance its setting within the immediate locality in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012), Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012) and Policy 7.21 of the London Plan 2016.

### **Conditions relating to Outline Component**

6. The development hereby permitted for the outline component shall be carried out in accordance with the following approved plans and documents:

#### **Masterplan parameter drawings for approval:**

HP-PTA-MP-ZZ-DR-A-0100\_PL1 Site Location Plan  
HP-PTA-MP-XX-DR-A-0101\_PL1 Existing site layout and demolition  
HP-PTA-MP-XX-DR-A-0102\_PL1 Development plot plan  
HP-PTA-MP-XX-DR-A-0103\_PL1 Development phasing plan  
HP-PTA-MP-XX-DR-A-0105\_PL1 Horizontal limits of development plots

HP-PTA-MP-XX-DR-A-0106\_PL1 Vertical limits of development plots  
HP-PTA-MP-XX-DR-A-0107\_PL1 External ground levels  
HP-PTA-MP-XX-DR-A-0111\_PL1 Access and circulation plan  
HP-PTA-MP-XX-DR-A-0112\_PL1 Horizontal boundary restrictions on development plots

**Illustrative masterplan drawings:**

HP-PTA-MP-XX-DR-A-0104\_PL1 Building block plan  
HP-PTA-MP-GF-DR-A-0108\_PL1 Ground Floor uses  
HP-PTA-MP-ZZ-DR-A-0109\_PL1 Upper Floor uses  
HP-PTA-MP-XX-DR-A-0110\_PL1 Area of public realm  
HP-PTA-MP-XX-DR-A-0113\_PL1 Plot storey heights  
HP-PTA-MP-XX-DR-A-0114\_PL1 Access and circulation plan

**Design reports:**

HP-PTA-MP-XX-RP-A-9001\_PL2 Design and Access Statement (DAS) Vol 1 - Outline component  
HP-PTA-MP-XX-RP-A-9003\_PL1 Design Guidelines - Outline component

Reason: For the avoidance of doubt and in the interests of proper planning and so as to ensure that the development is carried out fully in accordance with the plans as assessed in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012) and NPPF and CS1 of the Adopted Barnet Core Strategy DPD (2012).

a) The total number of residential units across the development hereby permitted shall not exceed 2088 units.

b) The quantum of non-residential built floor space and distribution of land uses shall not exceed the figures specified below:

Business (B1) – 1,100sq.m

Retail (A1), Financial and Professional Services (A2), Food and Drink (A3) – 1,500sq.m

Drinking Establishments (A4) – 250sq.m

The quantum of Community Uses (D1)/ Assembly and Leisure (D2) shall provide a minimum of 1,200sq.m and not exceed 3,100sq.m.

c) In the event of there being any discrepancy between the figures specified above and the documents submitted in support of the application the floorspace figures specified in this condition shall apply.

d) Each reserved matters application shall include a statement to demonstrate compliance with the above table.

Reason: To ensure that the development is carried out in accordance with the approved plans and other submitted details and to ensure that the quantum of floorspace remains within the approved parameters as assessed pursuant to the Environmental Impact Assessment of the development.

7. Applications for the approval of reserved matters shall be made to the Local Planning Authority before the expiration of 5 years from the dates of this permission.

Reason: In accordance with section 92 of the Town and Country Planning Act 1990.

8. The development hereby permitted for the outline component shall begin no later than 7 years from the date of this permission and, in the case of the individual Development Plot, no later than 2 years from:
  - i. the final approval of the last Reserved Matters Application pursuant to Condition 7; or
  - ii. The final approval of any pre-commencement condition associated with that Development Plot.

Reason: To comply with the provisions of Section 92 of the Town & Country Planning Act 1990 (as amended).

9. Applications for the approval of the following reserved matters for each Development Plot shall be made to the Local Planning Authority before the expiration of 15 years from the date of this permission
  - Layout of buildings and associated roads, routes and open space;
  - Scale of the building
  - Appearance of the building
  - Landscaping

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

10. With the exception of Ground Works and Site Preparation Works, no development shall commence for the outline element until a Phasing Plan identifying the Development Plots (including Heybourne Park) and associated infrastructure works (including highways works) has been submitted to and approved by the Local Planning Authority.

The development shall be carried out in accordance with the approved Phasing Plan unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure that the development is carried out in appropriate phases and to allow the phasing plan to be amended to reflect changes to the phasing of the development that were not foreseen at the date when the phasing plan was approved.

11. Notwithstanding any additional requirements identified by the LPA, any other authority and the National List and Local List, Reserved Matters Applications shall be accompanied by the documents listed below unless the LPA considers and confirms in writing that the submission of any of such documents is not necessary.

*Layout*

- i. A report and plans detailing layout of the proposed building or buildings and any relevant roads or landscaping associated with the Development Plot to which the reserved matter relates;
- ii. A reconciliation plan showing how the proposed detailed layout of the roads, pedestrian and cycle routes, and the detailed layout of open spaces with the Development Plot are consistent with the parameters and principles for the layout of the wider development in accordance with the Design Guidelines;
- iii. A report detailing any necessary temporary layout associated with the Development Plot;
- iv. A report and plans detailing internal layout of any buildings.
- v. A report detailing inclusive access;
- vi. A plan showing refuse and recycling, and servicing details.

*Scale*

- i. A statement (including accompanying design material) to demonstrate the selection of materials accords with the Design Guidelines.

*Appearance*

- i. Plans, drawings, sections and elevations to explain full details of the materials to be used on all external surfaces (including hard landscaping) and, where practicable, samples shall be provided; and
- ii. A statement (including accompanying design materials) to demonstrate the selection of materials accords with the Design Guidelines.

*Landscaping*

- i. Plans, drawings, sections and specifications to explain details of proposed landscaping works, including finished ground levels, proposed drainage arrangements, play equipment, planting, finishes, fences, walls, gates, railings. Screens, canopies, seating, signage and litter bins, surface treatments and enclosures;
- ii. A statement (including accompanying design material) to demonstrate the landscape works accords with the Design Guidelines;
- iii. Specification for the size, type and appearance of all paving or other hard surfaces;
- iv. Outline specification for street furniture;
- v. Tree planting details and specification of all other planting and cultivation;
- vi. Management and maintenance details;
- vii. Details of proposed green or brown roofs including detailed specifications and a supporting explanatory statement to demonstrate the anticipated distribution of green or brown roofs within the Development Plot required to accord with the Design Guidelines;

- viii. Details of hard landscaping, including means of enclosure, means of access to each building, any shared vehicular and pedestrian surfaces (including surface material and kerb details that ensure a safe and convenient environment for blind and partially sighted people), car parking layouts, pedestrian access and circulation areas, cycle parking layouts, hard surfacing, external furniture, play equipment and refuse storage;
- ix. Details of soft landscaping works including planting plans, written specifications (including cultivation and other operations associated with grass and plant establishment and after care and maintenance), schedules of plants, species, plant sizes, proposed numbers or densities where appropriate, height and maturity of trees and shrubs, sections through mounds, and tree containers and raised shrub beds at podium level.
- x. Details of the programme for implementing and completing the planting.  
Reason: To ensure a satisfactory appearance to the development in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012), Policies CS5 and CS7 of the Local Plan Core Strategy (adopted September 2012) and Policy 7.21 of the London Plan 2016.

### **Site-wide Conditions Infrastructure Works**

- 12.No development shall commence within a Development Plot (with the exception of Demolition, Ground Works and Site Preparation Works) until a scheme of Advanced Infrastructure Works associated with that Development Plot is submitted to and approved in writing by the Local Planning Authority. The scheme shall include:
- i. Underground drainage details
  - ii. Below ground energy infrastructure
  - iii. Below ground services and utilities
  - iv. Groundworks, earthworks, contouring and levels
  - v. A statement of compliance with the site wide strategies as illustrated in the approved application documents.

Development shall be carried out in accordance with the approved details unless otherwise agreed in writing.

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

### **Construction Environment Management Plan**

- 13.No Construction Works except for in a Development Plot shall Commence unless and until a scheme/plan making provision for a construction environmental method and management plan to control the adverse impacts of the Construction Works on the amenity, safety and wellbeing of site workers, the public and nearby occupiers (Demolition and Construction Environmental Method and Management Plan) for that Development Plot has been submitted to the Local Planning Authority for approval in writing.

Each submitted Construction Environmental Method and Management Plan shall include (where applicable), but not be limited to, details of:

- a) Construction Logistics Plan (CLP);
- b) parking of vehicles of site personnel and visitors;
- c) sourcing of materials;
- d) storage of plant and materials;
- e) dust management controls;
- f) location and height of cranes, scaffolding and safety;
- g) measures of minimising the impact of noise and, if appropriate, vibration arising from construction activities;
- h) predicted noise and, if appropriate, vibration levels for construction using methodologies and at locations agreed with the Local Planning Authority;
- i) scheme for monitoring noise and if appropriate, vibration levels using methodologies and at points agreed with the Local Planning Authority;
- j) scheme for security fencing / hoardings, depicting a readily visible 24-hour contact number for queries or emergencies;
- k) details of disposal of waste and storage arising from the construction programme, including final disposal points (the burning of waste on the site at any time is specifically precluded);
- l) hours of operation;
- m) smoke management controls;
- n) odour controls;
- o) road cleaning and wheel washing facilities;
- p) any other matters relevant to the particular Development Plot; and,
- q) all other mitigation measures referred to in the approved Environmental Statement (ES) as to be contained within an Environmental Management Plan.

Each Development Plot shall only be constructed in accordance with its relevant approved and Construction Environmental Method and Management Plan.

Each approved Construction Environmental Method and Management Plan shall be fortnightly monitored during the construction works and if necessary revised to reflect any changes to programme or events and activities on-site.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties and in the interests of highway and pedestrian safety in accordance with policies CS9, CS13 , CS14, DM01, DM04 and DM17 of the Barnet Local Plan and polices 5.3, 5.18, 7.14 and 7.15 of the London Plan 2016.

14. No construction work in relation to the development hereby approved shall be carried out on the site at any time on Sundays, Bank or Public Holidays, before 8.00am or after 1.00pm on Saturdays, or before 8.00am or after 6.00pm on any other days unless in accordance with previously agreed emergency procedures for deviation.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties in accordance with policies DM01 and DM04 of the Barnet Local Plan.

15. All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" dated July 2014 (SPG), or subsequent guidance.

Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority.

The developer shall keep an up to date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at <https://nrmm.london/>

Reasons: In the interests of good air quality with regard to policies 5.3 and 7.14 of the London Plan 2016. In accordance with the Council's Sustainable Design and Construction SPD (adopted October 2016).

### **Air Quality**

16. The development, including any works of demolition shall be carried out in full accordance with the Air Quality Assessment and Air Quality Neutral Assessment as submitted in accordance with the Environmental Statement.

Reason: To ensure that the development does not have an adverse impact on air quality in the vicinity, in line with the Sustainable Design and Construction SPD (adopted October 2016) and policies 3.2, 5.3 and 7.14 of the London Plan 2016.

### **Contaminated Land**

17. Part 1:

Before development commences other than for investigative work:

- a) A desktop study (Preliminary Risk Assessment) shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study (Preliminary Risk Assessment) and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.



- b) If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. This shall be submitted to, and approved in writing by, the Local Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable:
- a risk assessment to be undertaken,
  - refinement of the Conceptual Model, and
  - the development of a Method Statement detailing the remediation requirements.
- The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority.
- c) If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.

## Part 2

d) Where remediation of contamination on the site is required completion of the remediation detailed in the method statement shall be carried out for each Development Plot and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development of each plot is occupied.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety in accordance with Policy CS NPPF of the Local Plan Core Strategy DPD (adopted September 2012), DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and 5.21 of the London Plan 2016.

18. If, during development of each Development Plot, contamination not previously identified is found to be present at the site then no further development within that Development Plot (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.

Reason: To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site in line with paragraph 170 e) of the National Planning Policy Framework.

## Noise

19. a) No development other than demolition works shall take place on site until a noise assessment, carried out by an approved acoustic consultant, which assesses the likely impacts of noise on the development and measures to be implemented to address its findings has been submitted to and approved in writing by the Local Planning Authority. The report shall include all calculations and baseline data, and be set out so that the Local Planning Authority can fully audit the report and critically analyse the content and recommendations.

b) The measures approved under this condition shall be implemented in their entirety prior to the commencement of the use/first occupation of the development and retained as such thereafter.

Reason: To ensure that the amenities of occupiers are not prejudiced by rail and/or road traffic and/or mixed use noise in the immediate surroundings in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and 7.15 of the London Plan 2016.

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

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

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of neighbouring properties in accordance with Policies DM04 of the Development Management Policies DPD (adopted September 2012) and 7.15 of the London Plan 2016.

21. a) No development other than demolition works shall commence on site in connection with the development hereby approved until a report has been carried out by a competent acoustic consultant that assesses the likely noise impacts from the development of the ventilation/extraction plant, and mitigation measures for the development to reduce these noise impacts to acceptable levels, and has been submitted to and approved in writing by the Local Planning Authority.

The report shall include all calculations and baseline data, and be set out so that the Local Planning Authority can fully audit the report and critically analyse the content and recommendations.

b) The measures approved under this condition shall be implemented in their entirety prior to the commencement of the use/first occupation of the development and retained as such thereafter.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of neighbouring properties in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and Policy 7.15 of the London Plan 2016.

22. a) No development shall take place until details of mitigation measures to show how the development will be constructed/adapted so as to provide sufficient air borne and structure borne sound insulation against internally/externally generated noise and vibration has been submitted to and approved in writing by the Local Planning Authority.

This sound insulation shall ensure that the levels of noise generated from the  $L_{Aeq}$ ; as measured within habitable rooms of the development shall be no higher than 35dB(A) from 7am to 11pm and 30dB(A) in bedrooms from 11pm to 7am.

The report shall include all calculations and baseline data, and be set out so that the Local Planning Authority can fully audit the report and critically analyse the content and recommendations.

b) The mitigation measures as approved under this condition shall be implemented in their entirety prior to the commencement of the use or first occupation of the development and retained as such thereafter.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of the residential properties in accordance with Policies DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD, and 7.15 of the London Plan 2016.

### **Drainage**

23. No development of any phase shall take place until a detailed surface water drainage strategy has been submitted to, and approved in writing by the London Borough of Barnet Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

The scheme shall subsequently be implemented in accordance with the approved details before development is completed.

Unless otherwise agreed the scheme shall be based upon the principles within the agreed Grahame Park Stage B (Plots A-Q) Drainage Strategy prepared by Curtins (ref: HP-CUR-MP-XX-RP-C-0001) dated October 2019 and shall include but not limited to:

- A feasibility study investigating the discharge to the existing pond in Heybourne Park;
  - A clear labelled detailed network diagram showing pipe gradients, sizes, levels including relevant information for hydrobrake manhole;
  - Supporting hydraulic design calculations with corresponding Micro Drainage design input/output using the same reference numbers;
  - Evidence of third-party agreement for diversion of the existing drainage system (in principle/ consent to discharge);
  - Evidence of third-party agreement for discharge to their system with agreed rate of discharge (in principle/ consent to discharge);
  - Flood Estimation Handbook (FEH) design rainfall (2013);
  - Assessment of the proposed drainage system during the 30-year design rainfall according to Sewer for Adoption 7th Edition (without attenuation storage or flow control structure);
  - Assessment of the attenuation storage volume to cope with the 100-year rainfall event plus climate change to include the proposed drainage network as one system not in isolation;
  - 50% drain down time of the proposed attenuation storage volume;
  - Longitudinal section profile showing the proposed SuDS attenuation storage, relevant, control structure including the existing outfall points with relevant design levels;
  - A plan showing details of overland flood flow routes in the event of system exceedance, or blockage with demonstration that such flows can be appropriately managed on site;
  - Relevant maintenance programme and on-going maintenance responsibilities for the proposed SuDS;
  - The proposed SuDS structures design details.
- Agreement for the proposed discharge rates and discharge point for surface water sewer network undertaken in line with Thames Water recommendations.
  - Agreement of the discharge point of the highway drainage.

Reason: To ensure that surface water runoff is managed effectively to mitigate flood risk and to ensure that SuDS are designed appropriately using industry best practice to be cost-effective to operate and maintain over the design life of the development in accordance with policies 5.13 and 5.14 of the London Plan 2016, and changes to SuDS planning policy in force as of 6 April (including the Written Ministerial Statement of 18 December 2014, Planning Practice Guidance and the Non-Statutory Technical Standards for Sustainable Drainage Systems) and best practice design guidance (such as the SuDS Manual, C753).

24. No infiltration of surface water drainage into the ground at Grahame Park is permitted other than with the written consent of the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason To protect groundwater. Based on the geology of the site, it is considered that shallow infiltration drainage is unlikely to be achieve sufficient

soakage rates, and therefore is unlikely to be suitable. The use of deep infiltration systems present a higher level of risk, and given the designation of the permeable strata at depth as a Secondary Aquifer A overlying a Principal Aquifer, it is considered that they are unlikely to be considered acceptable, unless a suitable level of risk assessment demonstrates otherwise.

25. Piling, deep foundations or other intrusive groundworks (investigation boreholes, tunnel shafts, ground source heating and cooling system using penetrative methods) shall not be carried out other than with the written consent of the local planning authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the proposed development does not harm groundwater resources in line with paragraph 109 of the National Planning Policy Framework The development is located in a low sensitivity area with respect to groundwater due to the proven presence of approximately a 15m thickness of London Clay. However, it is important to ensure that activities which have the potential to penetrate the clay layer are monitored.

### **Thames Water**

26. No properties shall be occupied until confirmation has been provided that either:-

1. Capacity exists off site to serve the development, or
2. A housing and infrastructure phasing plan has been agreed with Thames Water. Where a housing and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed housing and infrastructure phasing plan, or
3. All wastewater network upgrades required to accommodate the additional flows from the development have been completed.

Reason - Network reinforcement works may be required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to avoid sewage flooding and/or potential pollution incidents.

### **Energy and Sustainability**

27. Prior to above ground works for the detailed element a revised Energy Strategy shall be submitted and approved in writing and carried the development for out in accordance with the approved strategy.

As part of Reserved Matters applications for all Development Plots, details of the energy supply for each building in the relevant Development Plot shall be submitted and approved by the Local Planning Authority. Details shall be in accordance with the Energy Statement unless otherwise agreed and shall include:

- i. Details of the energy supply for each building connections, including a statement of compliance with the Energy Statement
- ii. Details of any temporary energy provision required
- iii. Details of the safeguarded provision for connections to an area wide heat network if feasible (as per Part A)

Reason: To ensure that the development is sustainable and complies with the requirements of London Plan 2016 policies 5.2 and 5.6

### **Rainwater and greywater feasibility study**

28. Prior to construction of any building, a rainwater and greywater feasibility study, investigating the potential for incorporating rainwater or greywater recycling, shall be submitted to and approved in writing by the Local Planning Authority.

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

### **Trees**

29. Prior to the commencement of any phase of development hereby approved (including demolition and all preparatory work), a scheme for the protection of the retained trees, in accordance with BS 5837:2012, including a tree protection plan(s) (TPP) and an arboricultural method statement (AMS) shall be submitted to and approved in writing by the Local Planning Authority. Specific issues to be dealt with in the TPP and AMS:

a) Location and installation of services/ utilities/ drainage.

b) Methods of demolition within the root protection area ( RPA as defined in BS 5837: 2012) of the retained trees.

c) Details of construction within the RPA or that may impact on the retained trees.

d) a full specification for the installation of boundary treatment works.

e) a full specification for the construction of any roads, parking areas and driveways, including details of the no-dig specification and extent of the areas of the roads, parking areas and driveways to be constructed using a no-dig specification. Details shall include relevant sections through them.

f) Detailed levels and cross-sections to show that the raised levels of surfacing, where the installation of no-dig surfacing within Root Protection Areas is proposed, demonstrating that they can be accommodated where they meet with any adjacent building damp proof courses.

- g) A specification for protective fencing to safeguard trees during both demolition and construction phases and a plan indicating the alignment of the protective fencing.
- h) a specification for scaffolding and ground protection within tree protection zones.
- i) Tree protection during construction indicated on a TPP and construction and construction activities clearly identified as prohibited in this area.
- j) details of site access, temporary parking, on site welfare facilities, loading, unloading and storage of equipment, materials, fuels and waste as well concrete mixing and use of fires.
- k) Boundary treatments within the RPA.
- l) Methodology and detailed assessment of root pruning.
- m) Arboricultural supervision and inspection by a suitably qualified tree specialist.
- n) Reporting of inspection and supervision.
- o) Methods to improve the rooting environment for retained and proposed trees and landscaping.
- p) Veteran and ancient tree protection and management.

The development thereafter shall be implemented in strict accordance with the approved details.

Reason: Required prior to commencement of development to satisfy the Local Planning Authority that the trees to be retained will not be damaged during demolition or construction and to protect and enhance the appearance and character of the site and locality, in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012), Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012) and Policy 7.21 of the London Plan 2016. and pursuant to section 197 of the Town and Country Planning Act 1990.

### **Landscape**

30. Prior to completion or first occupation of the relevant Development Plots, whichever is the sooner; details of treatment of all parts on the site not covered by buildings shall be submitted to and approved in writing by the Local planning Authority. The site shall be landscaped strictly in accordance with the approved details in the first planting season after completion or first occupation of the development, whichever is the sooner. Details shall include:

- 1) a scaled plan showing all existing vegetation and landscape features to be retained and trees and plants to be planted;
- 2) location, type and materials to be used for hard landscaping including specifications, where applicable for:
  - (a) permeable paving
  - (b) tree pit design
  - (c) underground modular systems for new tree pits around car parking spaces
  - (d) sustainable urban drainage integration
  - (e) use within tree Root Protection Areas (RPAs);
- 3) a schedule detailing sizes and numbers/densities of all proposed trees/plants;
- 4) specifications for operations associated with plant establishment and maintenance that are compliant with best practise
- 5) types and dimensions of all boundary treatments; and
- 6) details of tool storage and irrigation on the podiums and any roof terraces that will enable residents to interact/maintain the soft landscape areas.

There shall be no excavation or raising or lowering of levels within the prescribed root protection area of retained trees unless agreed in writing by the Local Planning Authority. Unless required by a separate landscape management condition, all soft landscaping shall have a written five-year maintenance programme following planting. Any new tree(s) that die(s), are/is removed or become(s) severely damaged or diseased shall be replaced and any new planting (other than trees) which dies, is removed, becomes severely damaged or diseased within five years of planting shall be replaced. Unless further specific permission has been given by the Local Planning Authority, replacement planting shall be in accordance with the approved details.

Reason: Required to safeguard and enhance the character and amenity of the area, to provide ecological, environmental and bio-diversity benefits and to maximise the quality and usability of open spaces within the development, and to enhance its setting within the immediate locality in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012), Policies CS5 and CS7 of the Local Plan Core Strategy (adopted September 2012) and Policy 7.21 of the London Plan 2016.

### **Biodiversity**

31. Notwithstanding the content of plans hereby approved, prior to the commencement of development within each Development Plot details comprising a scheme of measures to enhance and promote biodiversity within the development shall be submitted to the Local Planning Authority and approved in writing. The approved scheme of measures shall be implemented in full in accordance with the approved details before the development is first used.

Reason: To ensure that the development represent high quality design and meets the objectives of development plan policy as it relates to biodiversity in accordance with policies DM01 and DM16 of the Barnet Local Plan and policies 5.11 and 7.19 of the London Plan 2016.



32. Vegetation clearance should take place outside the bird breeding season (October to February). Any clearance of vegetation with the potential to support nesting birds during this period may only occur following a check by a qualified ecologist. If any active nests are found, works must cease, the area left in situ and an appropriate buffer zone established until such time as a qualified ecologist confirms that the nest is no longer in active use.

Reason: To avoid the potential for an offence under the Wildlife and Countryside Act 1981, as amended.

### **Play space, sport and recreational features**

33. Prior to first occupation within the relevant Development Plots, unless otherwise agreed in writing as part of the approved phasing, the play space and sport and recreation features shall be provided in accordance with the approved details for the Development Plots to which the play space relates and thereafter maintained for the lifetime of the development.

Reason: To ensure there is adequate plays space available for all users in accordance with London Plan 2016 policy 3.6 and Barnet Development Management policy DM02.

### **Refuse and recycling**

34. Notwithstanding the details submitted with the application, prior to construction of above works of any building within the relevant Development Plot, the following details for that Development Plot shall be submitted to and approved in writing by the Local Planning Authority:

- i. Enclosures, screened facilities and/or internal areas of the proposed buildings to be used for the storage of recycling containers, wheeled refuse bins and any other refuse storage containers where applicable;
- ii. satisfactory points of collection; and
- iii. details of the refuse and recycling collection arrangements

35. The development shall be implemented and the refuse and recycling facilities provided fully in accordance with the approved details before the development is occupied and the development shall be managed in accordance with the approved details.

Reason: To ensure a satisfactory refuse and recycling facilities are provided at the development in accordance with polices CS5, CS9, CS14, DM01, DM04 and DM17 of the Barnet Local Plan.

36. The non-residential units within the relevant Development Plot shall not be occupied until an Operational Waste Management Plan, setting out the measures for the management of operational waste within that Development Plot, has been submitted to and approved in writing by the Local Planning

Authority. The development shall be carried out in accordance with the approved details unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure that the development is sustainable and complies with the requirements of London Plan 2016 policy 5.3, and to ensure a satisfactory refuse and recycling facilities are provided at the development in accordance with polices CS5, CS9, CS14, DM01, DM04 and DM17 of the Barnet Local Plan.

### **Wheelchair accessible units**

37. The development shall provide a total of 10% of units across the site designed to be fully wheelchair accessible or easily adaptable for residents who are wheelchair users unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the development meets the needs of its future occupiers and to comply with the requirements of policies 3.8 and 7.2 of the London Plan (2016); and to ensure that parking is provided and managed in line with the council's standards in the interests of highway and pedestrian safety in accordance with policies CS9 and DM17 of the Barnet Local Plan.

### **Secure by Design**

38. Prior to above ground works of a building within the relevant Development Plot, details shall be submitted demonstrating that the building has been designed using the principles of Secure by Design. The development shall be carried out in accordance with the approved details and thereafter retained.

Reason: To protect the amenity of the area in accordance with policies DM01 and DM04 of the Barnet Development Management Document (2012).

### **Details of External Lighting**

39. Prior to occupation of the relevant phase of the development hereby approved, details of external lighting proposed within that Development Plot shall be submitted to and approved in writing by the Local Planning Authority. The details of the external lighting shall include the existing average night time luminance and light spread levels across the application site at night, identify the levels of light pollution received at the windows to residential properties within proposed development and, where appropriate, identify the measures to be used to mitigate the impacts of light pollution on the future occupiers proposed dwellings as well as mitigate any impacts to species including bats. Any light pollution mitigation identified shall be implemented in full prior to occupation of the relevant phase.

Reason: To ensure the development provides adequate amenities of the future occupiers of the proposed dwellings and to accord with policy DM01 of

the Barnet Local Plan and to mitigate the impact to species including bats in accordance with policies CS7 and DM16.

### **Commercial Uses Strategy**

40. Prior to implementation of the first phase of the outline element to include non-residential floorspace (excluding D1 and D2 floorspace), a Commercial Uses Strategy shall be submitted to and approved by the local planning authority and the recommendations implemented accordingly.

Reason: In the interests of establishing the proposed strategy for marketing and occupying the proposed A1, A2, A3, A4 and B1 floorspace.

### **Estate Management Plan**

41. No building shall be occupied until an Estate Management Plan has been submitted to and approved in writing by the Local Planning Authority.

The development shall be managed in accordance with the approved Estate Management Plan unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure the coordinated management and maintenance in good working order of the site not limited to an including its buildings, roads including SUDs, parks, gardens, landscaping, street trees, public squares, energy centre and site network in the interests of sustainable development in accordance with the NPPF, London Plan 2016 and Barnet Core Strategy.

### **Transport and Highways**

42. Prior to Ground Works and Site Preparation Works for each Development Plot details of all highways to be stopped under Section 247 of the Town and Country Planning Act 1990 shall be submitted to and agreed with the Local Planning Authority.

Reason: To ensure that adequate public access is provided throughout the development.

43. No residential or commercial units shall be occupied until the access roads and highways works (on and off-site) associated with the block in which that unit is located are made available for use.

Reason: To ensure there is adequate access available to all residential units and commercial units.

### **Parking**

44. A Site Wide Car Parking Management Strategy shall be submitted to and approved in writing by the Local Planning Authority prior to first occupation of the development.

Unless otherwise agreed, this shall be in accordance with the strategy set out in the Transport Assessment. The development shall be carried out in accordance with the approved Site Wide Car Parking Management Strategy unless otherwise agreed in writing with the Local Planning Authority

Reason: To ensure the development meets the needs of its future occupiers and to comply with the requirements of policies 3.8 and 7.2 of the London Plan (2015) and also, To ensure that the development does not over-provide car parking spaces and to encourage sustainable travel in accordance with Barnet Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

45. Prior to first occupation of the relevant Development Plot a Car Parking Management Plan demonstrating compliance with the Site Wide Car Parking Strategy shall be submitted to and approved in writing by the Local Planning Authority. Unless otherwise agreed, the details shall include:

- i. Location and layout of car parking spaces;
- ii. Allocation of car parking spaces (for residential, non-residential users and visitors);
- iii. On-site parking controls and charges (if any);
- iv. The enforcement details of unauthorised parking in line with the Council's parking regime in Colindale within the development's surrounding area;
- v. 'Blue badge' space quantities in accordance with the London Plan;
- vi. Location of car club space (if required) in accordance with Site Wide Parking Strategy;
- vii.
- viii. Electric Charging Points: Location and specification. For residential parking spaces, delivery of the 20% of parking spaces which shall be active and 20% which shall be passive electric charging points. For non-residential spaces, provision at 20% of spaces shall be undertaken with potential provision at a further 10% of spaces;
- ix. Car parking reconciliation (evidence that the number of vehicular parking spaces proposed for each Development Plot is proportionate having regard to the Site Wide Parking Strategy);

The car parking spaces shall not thereafter be used for any purpose other than for the parking and turning of vehicles associated with the development. The Car Parking Management Plan and the abovementioned provisions shall be implemented in accordance with the approved details before the buildings hereby permitted are occupied and maintained thereafter unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the development meets the needs of its future occupiers and to comply with the requirements of policies 3.8 and 7.2 of the London

Plan (2016) and also, to ensure that the development does not over-provide car parking spaces and to encourage sustainable travel in accordance with Barnet Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

46. Prior to first occupation within each development plot the developer shall hereby submit for approval in writing by the Local Planning Authority, a Temporary Parking Strategy to respond to the phased construction of the development in line with the Phasing Plan (also to be submitted from approval). The details of the temporary car parking during the development build-out shall include:
- i. Management of existing car parking spaces;
  - ii. Displacement and replacement of parking spaces within the development site boundary for residents;
  - iii. Associated controls on these spaces.

Reason: To ensure the development meets the needs of its existing and future occupiers and to comply with the requirements of policies 3.8 and 7.2 of the London Plan (2016) and also, to ensure that the development does not over-provide car parking spaces and to encourage sustainable travel in accordance with Barnet Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies.

### **Cycle Parking**

47. Prior to above ground works for each Development Plot further details of cycle parking including the location and number of cycle spaces and cycle storage facilities in accordance with the London Plan should be submitted to and approved by the Local Planning Authority and such spaces shall be permanently retained thereafter. Minimum aisle widths, as set out in London Cycling Design Standards, must be met and 5% of space should be provided for the storage of non-standard cycles.

Reason: In the interests of promoting cycling as a mode of transport in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012, Policy DM17 of Development Management Policies (Adopted) September 2012 and the London Cycling Design Standards 2016.

48. No building shall be occupied until a Delivery and Servicing Management Plan in respect of that building has been submitted to and approved in writing by the Local Planning Authority. Unless otherwise agreed, this shall be in accordance with the strategy set out in the Transport Assessment and Outline Delivery and Servicing Management Plan. The development shall be carried out in accordance with the approved Delivery and Service Management Plan unless otherwise agreed in writing with the Local Planning Authority.

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

49. Prior to first occupation within the relevant Development Plot, a communal/centralised satellite and television reception equipment shall be installed on all blocks within that Development Plot unless otherwise agreed in writing by, the Local Planning Authority. The equipment shall thereafter be retained and made available for use by all occupiers of the development.

Reason: To ensure that the development makes appropriate provision for such equipment, so as to not impact adversely on the character of the area, in accordance with policies CS5 and DM01 Barnet Local Plan.

50. Notwithstanding the provisions of any development order made under Section 59 of the Town and Country Planning Act 1990 (or any Order revoking and re-enacting that Order) the following operations shall not be undertaken without the receipt of prior specific express planning permission in writing from the Local Planning Authority on the buildings hereby approved:

The enlargement or extension of the dwellings hereby permitted, including any additions or alterations to the roof; the construction of a new building or enclosure within the application site; the construction of new hardstanding for vehicles, or means of vehicular access to the highway to be formed, laid out or constructed within the site; the installation of any structures or apparatus for purposes relating to telecommunications on any part the development hereby approved, including any structures or development otherwise permitted under Part 24 and Part 25 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (as amended) or any equivalent Order revoking and re-enacting that Order.

Reason: To ensure that the development does not impact adversely on the character of the area and to ensure the Local Planning Authority can control the development in the area so that it accords with policies CS5 and DM01 Barnet Local Plan.

51. The proposed flexible non-residential floorspace at ground floor hereby approved shall not be used for a nightclub, music venue, concert venue, bingo hall, or a place of worship or any equivalent uses within Classes D2 and D1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), and the Town and Country Planning (General Permitted Development) Order 1995 (as amended) or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order, with or without modification.

Reason: To ensure that occupation of the premises does not prejudice the amenities of future residential occupiers in accordance with policies DM01 and DM13 of the Barnet Local Plan.

52. In respect of any future Class A3/4 occupation, no persons other than staff shall be permitted to be on the premises between the hours of 23.30 and 08.00 unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that occupation of the premises does not prejudice the amenities of future residential occupiers in accordance with policies DM01 and DM13 of the Barnet Local Plan.

**INFORMATIVE(S):**

1 A Planning Obligation under Section 106 of the Town & Country Planning Act 1990 (as amended) relates to this permission.

2. The applicant is advised that the submitted Construction Method Statement shall include as a minimum details of:

- Site hoarding
- Wheel washing
- Dust suppression methods and kit to be used
- Site plan identifying location of site entrance, exit, wheel washing, hoarding, dust suppression, location of water supplies and location of nearest neighbouring receptors. Explain reasoning if not applicable.
- For major developments only: confirmation that all Non Road Mobile Machinery (NRMM) comply with the Non Road Mobile Machinery (Emission of Gaseous and Particulate Pollutants) Regulations 1999. Proof within the contractor's specification that all NRMM will be registered on the local government website
- Confirmation whether a mobile crusher will be used on site and if so, a copy of the permit and indented dates of operation.
- For major developments only: provide a copy of an asbestos survey for smaller developments confirmation that a survey has been carried out.

Confirmation of the following: log book on site for complaints, work in accordance with British Standards BS 5228-1:2009+A1:2014 and best practicable means are employed; clear contact details on hoarding. Standard construction site hours are 8am-6pm Monday – Friday, 8am-1pm Saturday and not at all on Sundays and Bank Holidays. Bonfires are not permitted on site

3. In complying with the contaminated land condition parts 1 and 2, reference should be made at all stages to appropriate current guidance and codes of practice. This would include:

- 1) The Environment Agency CLR & SR Guidance documents (including CLR11 'Model Procedures for the Management of Land Contamination');
- 2) National Planning Policy Framework (2019) / National Planning Practice Guidance (2018);
- 3) BS10175:2011 - Investigation of potentially contaminated sites - Code of Practice;

- 4) Guidance for the safe development of housing on land affected by contamination, (2008) by NHBC, the EA and CIEH;
- 5) CIRIA report C665 - Assessing risks posed by hazardous ground gases to buildings;
- 6) CIRIA report C733 - Asbestos in soil and made ground: a guide to understanding and managing risks.

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

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

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

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

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

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

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

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

2. Environmental Permit The proposed energy centre associated with this development will require an Environmental Permit under the Environmental



Permitting Regulations 2010, from the Environment Agency, unless an exemption applies. The applicant is advised to contact the Environment Agency on 08708 506 506 for further advice and to discuss the issues likely to be raised. You should be aware that the permit may not be granted. Additional 'Environmental Permitting Guidance' can be accessed via our main website (<http://www.environment-agency.gov.uk>).

### 3. Advice to applicant Environment Agency

No investigation can completely characterise a site. The condition may be appropriate where some parts of the site are less well characterised than others, or in areas where contamination was not expected and therefore not included in the original remediation proposals.

The previous use of the proposed development site as an air field presents a medium risk of contamination that could be mobilised during construction to pollute controlled waters. Controlled waters are particularly sensitive in this location because the proposed development site is located upon Principal Chalk aquifer (at depth).

Some piling techniques can cause preferential pathways for contaminants to migrate to groundwater and cause pollution. A piling risk assessment and appropriate mitigation measures should be submitted with consideration of the EA guidance. During piling works (especially if the piles extend to the Chalk within SPZ1 saturated zone) due to the proximity of nearby potable abstractions the weekly groundwater monitoring for in situ parameters and turbidity should be considered.

<http://webarchive.nationalarchives.gov.uk/20140328084622/http://cdn.environment-agency.gov.uk/scho0202bisw-e-e.pdf>

We recommend that developers should: Follow the risk management framework provided in CLR11, Model Procedures for the Management of Land Contamination, when dealing with land affected by contamination. Refer to the Environment Agency Guiding principles for land contamination for the type of information that we required in order to assess risks to controlled waters from the site. The Local Authority can advise on risk to other receptors, such as human health. Consider using the National Quality Mark Scheme for Land Contamination Management which involves the use of competent persons to ensure that land contamination risks are appropriately managed.

Refer to the contaminated land pages on GOV.UK for more information. We expect the site investigations to be carried out in accordance with best practice guidance for site investigations on land affected by land contamination. E.g. British Standards when investigating potentially contaminated sites and groundwater, and references with these documents:

- BS5930:2015 Code of practice for site investigations;
- BS 10175:2011 A1:2013 Code of practice for investigation of potentially contaminated sites;
- BS ISO 5667-22:2010 Water quality. Sampling. Guidance on the design and installation of groundwater monitoring points;

□ BS ISO 5667-11:2009 Water quality. Sampling. Guidance on sampling of groundwaters (A minimum of 3 groundwater monitoring boreholes are required to establish the groundwater levels, flow patterns and groundwater quality.)

□ Use MCERTS accredited methods for testing contaminated soils at the site. A Detailed Quantitative Risk Assessment (DQRA) for controlled waters using the results of the site investigations with consideration of the hydrogeology of the site and the degree of any existing groundwater and surface water pollution should be carried out. This increased provision of information by the applicant reflects the potentially greater risk to the water environment. The DQRA report should be prepared by a “Competent person” E.g. a suitably qualified hydrogeologist.

In the absence of any applicable on-site data, a range of values should be used to calculate the sensitivity of the input parameter on the outcome of the risk assessment.

□ GP3 version 1.1 August 2013 provided further guidance on setting compliance points in DQRAs.

□ Where groundwater has been impacted by contamination on site, the default compliance point for both Principal and Secondary aquifers is 50m. Where leaching tests are used it is strongly recommended that BS ISO 18772:2008 is followed as a logical process to aid the selection and justification of appropriate tests based on a conceptual understanding of soil and contaminant properties, likely and worst-case exposure conditions, leaching mechanisms, and study objectives. During risk assessment one should characterise the leaching behaviour of contaminated soils using an appropriate suite of tests. As a minimum these tests should be:

□ upflow percolation column test, run to LS 2 – to derive kappa values;

□ pH dependence test if pH shifts are realistically predicted with regard to soil properties and exposure scenario; and

□ LS 2 batch test – to benchmark results of a simple compliance test against the final step of the column test. Following the DQRA, a Remediation Options Appraisal to determine the Remediation Strategy in accordance with CRL11. The verification plan should include proposals for a groundwater-monitoring programme to encompass regular monitoring for a period before, during and after ground works. E.g. monthly monitoring before, during and for at least the first quarter after completion of ground works, and then quarterly for the remaining 9-month period.)

Where SUDs are proposed; infiltration SUDs should not be located in unsuitable and unstable ground conditions such as land affected by contamination or solution features. Where infiltration SuDS are to be used for surface run-off from roads, car parking and public or amenity areas, they should have a suitable series of treatment steps to prevent the pollution of groundwater. For the immediate drainage catchment areas used for handling and storage of chemicals and fuel, handling and storage of waste and lorry, bus and coach parking or turning areas, infiltration SuDS are not permitted without an environmental permit. Further advice is available in the

updated CIRIA SUDs manual  
[http://www.ciria.org/Resources/Free\\_publications/SuDS\\_manual\\_C753.aspx](http://www.ciria.org/Resources/Free_publications/SuDS_manual_C753.aspx)

#### 4. REFUSE

Refuse collection points should be located at a ground floor level and within 10m of the refuse vehicle parking bay. Level access should be provided for the refuse collection *personnel to collect the bins. The refuse collection personnel are not expected to push the bins* on an inclined surface to safeguard their Health and Safety requirements. Alternatively, the dustbins will need to be brought to the edge

of the refuse vehicle parking bay on day of collection. The applicant is advised that the Council's refuse collection department is consulted to agree a refuse collection arrangement.

**5. VEHICULAR ACCESS - SECTION 184 OF THE HIGHWAYS ACT (1980)**

The applicant must submit an application under Section 184 of the Highways Act (1980) for all the proposed vehicular accesses. The proposed access design details, construction and location will be reviewed by the Development Team as part of the application. Any related costs for alterations to the public highway layout that may become necessary, due to the design of the onsite development, will be borne by the applicant.

To receive a copy of our Guidelines for Developers and an application form please contact: Traffic & Development Section –Development and Regulatory Services, London Borough of Barnet, Barnet House, 1255 High Road, Whetstone, N20 0EJ.

**6. CONSTRUCTION ADJACENT TO PUBLIC HIGHWAY**

For construction works adjacent to the public highways, the applicant must contact the council's First Contact on 0208 359 2000 for any necessary Highways Licenses.

**7. HIGHWAYS REPAIR**

The Highway Authority will require the applicant to give an undertaking to pay additional costs of repair or maintenance of the public highway in the vicinity of the site should the highway be damaged as a result of construction traffic movements. The construction traffic will be deemed "extraordinary traffic" for the purposes of Section 59 of the Highways Act 1980. Under this section, the Highway Authority can recover the cost of excess expenses for maintenance of the highway resulting from excessive weight or extraordinary traffic passing along the highway. It is to be understood that any remedial works for such damage will be included in the estimate for highway works. The applicant is advised that photographic records should be kept of the public highway likely to be affected by the development proposal prior to commencement of any construction or demolition works on site.

**8. RELOCATION OF STREET FURNITURE**

The applicant is advised that any street furniture or lighting column affected by the proposed works would be relocated under a rechargeable works agreement by the Council's term contractor for Highway Works. You may obtain an estimate for this work from Development & Regulatory Services, Barnet House, 1255 High Road, Whetstone, N20 0EJ.

**9. ALTERATION TO ON-STREET WAITING AND LOADING RESTRICTIONS**

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

**10. ADOPTION OF ACCESS ROADS**

The council's refuse vehicles will be required to enter the site and therefore the estate roads must be constructed to adoptable standards. Details of the materials and surface finishes that would be acceptable for use on the private roads will be

undertaken and constructed to an adoptable standard. Details of the road construction requirements can be obtained from the Traffic and Development Section in Development & Regulatory Services, Barnet House, 1255 High Road, Whetstone, N20 0EJ.

#### 11. RAMP GRADIENT

The gradient for the proposed ramps leading to the underground parking areas should have a gradient not steeper than 1:10 or in accordance with the guidelines in IStructE Design recommendations for multi-storey and underground car parks 3rd Edition.

#### 12. S38 WORKS

The costs of any associated works on the public highway, including reinstatement works, will be borne by the applicants and will require the Applicant to enter into a rechargeable agreement or a 38 Agreement under the Highways Act 1980.

#### 13. S278 WORKS

The costs of any associated works on the public highway, including reinstatement works, will be borne by the applicants and will require the Applicant to enter into a rechargeable agreement or a 278 Agreement under the Highways Act 1980.

#### 14. Adoption of Proposed Road Layout

Should the scheme be adopted, a commuted sum may be required. This will only be estimated once an application for a S278/S38 is made.

#### 15. Tree Works and Landscaping

The following British Standards should be referred to:

- a) BS: 3882:2015 Specification for topsoil
- b) BS: 3936-1:1992 Nursery Stock - Part 1: Specification for trees and shrubs
- c) BS: 3998:2010 Tree work – Recommendations
- d) BS: 4428:1989 Code of practice for general landscaping operations (excluding hard surfaces)
- e) BS: 4043:1989 Recommendations for Transplanting root-balled trees
- f) BS: 5837 (2012) Trees in relation to demolition, design and construction - Recommendations
- g) BS: 7370-4:1993 Grounds maintenance part 4. Recommendations for maintenance of soft landscape (other than amenity turf).
- h) BS: 8545:2014 Trees: from nursery to independence in the landscape – Recommendations
- i) BS: 8601:2013 Specification for subsoil and requirements for use

16. Cadent have identified operational gas apparatus within the application site boundary. This may include a legal interest (easements or wayleaves) in the land which restricts activity in proximity to Cadent assets in private land. The Applicant must ensure that proposed works do not infringe on Cadent's legal rights and any details of such restrictions should be obtained from the landowner in the first instance.

If buildings or structures are proposed directly above the gas apparatus then development should only take place following a diversion of this apparatus. The

Applicant should contact Cadent's Plant Protection Team at the earliest opportunity to discuss proposed diversions of apparatus to avoid any unnecessary delays.

If any construction traffic is likely to cross a Cadent pipeline then the Applicant must contact Cadent's Plant Protection Team to see if any protection measures are required.

All developers are required to contact Cadent's Plant Protection Team for approval before carrying out any works on site and ensuring requirements are adhered to.

Email: [plantprotection@cadentgas.com](mailto:plantprotection@cadentgas.com) Tel: 0800 688 588

17. The Community Infrastructure Levy (CIL) applies to all 'chargeable development'. This is defined as development of one or more additional units, and / or an increase to existing floor space of more than 100 sq m. Details of how the calculations work are provided in guidance documents on the Planning Portal at [www.planningportal.gov.uk/cil](http://www.planningportal.gov.uk/cil).

The Mayor of London adopted a CIL charge on 1st April 2012 setting a rate of £35 per sqm on all forms of development in Barnet except for education and health developments which are exempt from this charge.

The London Borough of Barnet adopted a CIL charge on 1st May 2013 setting a rate of £135 per sq m on residential and retail development in its area of authority. All other uses and ancillary car parking are exempt from this charge.

Please note that Indexation will be added in line with Regulation 40 of Community Infrastructure Levy.

Liability for CIL will be recorded to the register of Local Land Charges as a legal charge upon your site payable should you commence development. Receipts of the Mayoral CIL charge are collected by the London Borough of Barnet on behalf of the Mayor of London; receipts are passed across to Transport for London to support Crossrail, London's highest infrastructure priority.

You will be sent a 'Liability Notice' that provides full details of the charge and to whom it has been apportioned for payment. If you wish to identify named parties other than the applicant for this permission as the liable party for paying this levy, please submit to the Council an 'Assumption of Liability' notice, which is also available from the Planning Portal website.

The CIL becomes payable upon commencement of development. You are required to submit a 'Notice of Commencement' to the Council's CIL Team prior to commencing on site, and failure to provide such information at the due date will incur both surcharges and penalty interest. There are various other charges and surcharges that may apply if you fail to meet other statutory requirements relating to CIL, such requirements will all be set out in the Liability Notice you will receive. You may wish to seek professional planning advice to ensure that you comply fully with the requirements of CIL Regulations.

If you have a specific question or matter you need to discuss with the CIL team, or you fail to receive a 'Liability Notice' from the Council within 1 month of this grant of planning permission, please email us at: [cil@barnet.gov.uk](mailto:cil@barnet.gov.uk).

#### Relief or Exemption from CIL:

If social housing or charitable relief applies to your development or your development falls within one of the following categories then this may reduce the final amount you are required to pay; such relief must be applied for prior to commencement of development using the 'Claiming Exemption or Relief' form available from the Planning Portal website: [www.planningportal.gov.uk/cil](http://www.planningportal.gov.uk/cil).

You can apply for relief or exemption under the following categories:

1. Charity: If you are a charity, intend to use the development for social housing or feel that there are exception circumstances affecting your development, you may be eligible for a reduction (partial or entire) in this CIL Liability. Please see the documentation published by the Department for Communities and Local Government at [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/6314/19021101.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6314/19021101.pdf)
2. Residential Annexes or Extensions: You can apply for exemption or relief to the collecting authority in accordance with Regulation 42(B) of Community Infrastructure Levy Regulations (2010), as amended before commencement of the chargeable development.
3. Self Build: Application can be made to the collecting authority provided you comply with the regulation as detailed in the [legislation.gov.uk](http://legislation.gov.uk)

Please visit <http://www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil> for further details on exemption and relief.

## 1. MATERIAL CONSIDERATIONS

### 1.1 Key Relevant Planning Policy

#### Introduction

Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires that development proposals shall be determined in accordance with the development plan unless material considerations indicate otherwise. In this case the development plan is The London Plan and the development plan documents in the Barnet Local Plan. These statutory development plans are the main policy basis for the consideration of this planning application.

A number of other planning documents, including national planning guidance and supplementary planning guidance and documents are also material to the determination of this application.

## National Planning Policy Framework

The determination of planning applications is made mindful of Central Government advice and the Local Plan for the area. It is recognised that Local Planning Authorities must determine applications in accordance with the statutory Development Plan, unless material considerations indicate otherwise, and that the planning system does not exist to protect the private interests of one person against another.

The revised National Planning Policy Framework (NPPF) was published on 19<sup>th</sup> February 2019. This is a key part of the Governments reforms to make the planning system less complex and more accessible, and to promote sustainable growth.

This is a key part of the Governments reforms to make the planning system less complex and more accessible, and to promote sustainable growth.

The NPPF states that 'good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.... being clear about design expectations, and how these will be tested, is essential for achieving this". The NPPF retains a presumption in favour of sustainable development. This applies unless any adverse impacts of a development would 'significantly and demonstrably' outweigh the benefits.

## The Mayor's London Plan 2016 (Jan 2017 fix)

The London Plan is the development plan in terms of strategic planning policy for the purposes of the Planning and Compulsory Purchase Act (2004). In March 2016, the Mayor published (i.e. adopted) the London Plan 2011 consolidated with: the further alterations to the London Plan published in March 2015, the Housing Standards Minor Alterations to the London Plan published in March 2016 and the Parking Standards Minor Alterations to the London Plan published in March 2016.

The London Plan policies most relevant to the determination of this application are as follows:

### Context and Strategy:

1.1 (Delivering the Strategic Vision and Objectives for London)

### London's Places:

2.2 (London and the Wider Metropolitan Area)

2.7 (Outer London Economy)

2.8 (Outer London Transport)

2.13 (Opportunity Areas and Intensification Areas)

2.18 (Green Infrastructure: The Multi-Functional Network of Green and Open Spaces)

### London's People:

Policy 3.1 (Ensuring equal life chances for all)

Policy 3.6 (Children and young people's play and informal recreation facilities)  
Policy 3.16 (Protection and Enhancement of social Infrastructure)

London's Response to Climate Change:

- 5.1 (Climate Change Mitigation)
- 5.2 (Minimising Carbon Dioxide Emissions)
- 5.7 (Renewable Energy)
- 5.10 (Urban Greening)
- 5.11 (Green Roofs and Development Site Environs)
- 5.12 (Flood Risk Management)
- 5.13 (Sustainable Drainage)
- 5.21 (Contaminated Land)

London's Transport:

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

London's Living Places and Spaces:

- 7.4 (Local Character)
- 7.6 (Architecture)
- 7.8 (Heritage assets and archaeology)
- 7.14 (Improving Air Quality)
- 7.15 (Reducing and Managing Noise)
- 7.18 (Protecting Open Space and addressing deficiency)
- 7.19 (Biodiversity and Access to Nature)
- 7.21 (Trees and Woodlands)
- 7.7 (Location and design of tall and large buildings)

Draft Replacement London Plan 2017

The Draft Replacement London Plan (DLP) published November 2017 sets out the Mayor's overarching strategic planning framework from 2019 up to 2041. When adopted this will replace the London Plan 2016.

The Inspector Panel Report following the Examination in Public was published in October 2019. The Inspector Panel was broadly supportive of the majority of the DLP, subject to several changes being made. The Mayor has subsequently declared in December 2019 it's 'intention to publish', accepting some but not all of the Inspector's recommendations. As not all of the Inspector's recommendations have been accepted. It is for the Secretary of State to decide whether the DLP can proceed to adoption. The Secretary of State wrote to the Mayor on the 14<sup>th</sup>



February (this follows an earlier letter dated 23<sup>rd</sup> December) extending the time period for the SoS to respond to the 14<sup>th</sup> March 2020. It would be within the power of the SoS to extend this period further by letter and this is the second extension following the mayor's publication of their 'intention to publish'.

Due to the advanced nature of the DLP increasing weight should be attached to those policies which the Inspector's report considered sound. Nevertheless, the London Plan 2016 remains the statutory development plan until such stage as the replacement plan is adopted and as such applications should continue to be determined in accordance with the 2016 London Plan, while noting that account needs to be taken of emerging policies.

### Mayoral Supplementary Guidance

#### **Planning for Equality and Diversity in London (October 2007)**

This guidance sets out some of the overarching principles that should guide planning for equality in the London context.

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

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

#### **All London Green Grid (March 2012)**

This strategy provides guidance for designing and managing green and open spaces to bring about previously unrealised benefits. In doing so, we aim to encourage boroughs, developers, and communities to collectively increase the delivery of green infrastructure for London.

#### **Play and Informal Recreation (September 2012)**

Provides guidance to Local Authorities and development to estimate the potential child yield from a development, and the resulting requirements for play space provision.

#### **Sustainable Design and Construction (April 2014)**

The Sustainable Design and Construction (SPG) seeks to design and construct new development in ways that contribute to sustainable development.

#### **The control of dust and emissions during construction and demolition (July 2014)**

The aim of this supplementary planning guidance (SPG) is to reduce emissions of dust, PM<sub>10</sub> and PM<sub>2.5</sub> from construction and demolition activities in London.

#### **Accessible London: Achieving an Inclusive Environment (October 2014)**

The strategy sets out to provide detailed advice and guidance on the policies in the London Plan in relation to achieving an inclusive environment.

#### **Housing (March 2016)**

The housing SPG provides revised guidance on how to implement the housing policies in the London Plan.

**Affordable Housing and Viability (August 2017)**

Sets out the Mayor's policies for assessing and delivering affordable housing and estate renewal.

**Better Homes for Local People The Mayor's Good Practice Guide to Estate Regeneration**

Sets out the Mayor's policies for Estate Regeneration.

**Relevant Local Plan (2012) Policies**

Barnet's Local Plan is made up of a suite of documents including the Core Strategy and Development Management Policies Development Plan Documents (DPD which were both adopted on 11 September 2012. The Local Plan development plan policies of most relevant to the determination of this application are:

**Core Strategy (Adopted 2012):**

CS NPPF (National Planning Policy Framework – Presumption in favour of sustainable development)

CS1 (Barnet's Place Shaping Strategy – Protection, enhancement and consolidated growth – The three strands approach)

CS5 (Protecting and enhancing Barnet's character to create high quality places)

CS7 (Enhancing and Protecting Barnet's Open Spaces)

CS8 (Promoting a strong and prosperous Barnet)

CS9 (Providing safe, effective and efficient travel)

CS10 (Enabling inclusive integrated community facilities and uses+)

CS11 (Improving health and wellbeing in Barnet)

CS13 (Ensuring the efficient use of natural resources)

CS15 (Delivering the Core Strategy)

**Development Management Policies (Adopted 2012):**

DM01 (Protecting Barnet's character and amenity)

DM04 (Environmental considerations for development)

DM05 (Tall Buildings)

DM14 (New and existing employment space)

DM13 (Community and education uses)

DM16 (Biodiversity)

DM17 (Travel impact and parking standards)

**Supplementary Planning Documents and Guidance**

The Council has a number of adopted Supplementary Planning Documents (SPDs) which provide detailed guidance that supplements policies in the adopted Local Plan, and sets out how sustainable development will be delivered in Barnet including generic environmental requirements to ensure that new development within Barnet meets sufficiently high environmental and design standards. They are material considerations for the determination of planning applications:

**Colindale Area Action Plan 2010**

The Colindale Area Action Plan sets out the Council's comprehensive but flexible long term strategy to manage change and deliver high quality sustainable development in Colindale.

Grahame Park Supplementary Planning Document 2016

The Grahame Park SPD provided site specific advice for the development of Stage B of the Grahame Park Estate.

Local Supplementary Planning Documents:

Sustainable Design and Construction (April 2013)

Planning Obligations (April 2013)

Barnet's Local Plan (Reg 18) 2020

Barnet's Local Plan -Reg 18 Preferred Approach was approved for consultation on 6<sup>th</sup> January 2020. The Reg 18 document sets out the Council's preferred policy approach together with draft development proposals for 67 sites. It is Barnet's emerging Local Plan.

The Local Plan 2012 remains the statutory development plan for Barnet until such stage as the replacement plan is adopted and as such applications should continue to be determined in accordance with the 2012 Local Plan, while noting that account needs to be taken of emerging policies and draft site proposals.

**1.2 Key Relevant Planning History**

<b>Application Ref.</b>	<b>Address</b>	<b>Description of Development</b>	<b>Decision and Date</b>
<b>W01731JS/04</b>	Grahame Park Estate - bounded by Lanacre Avenue to the west, Grahame Park Way to the south and Field Mead to the north.	Redevelopment of site involving the demolition of 1314 existing residential units and construction of 2977 new residential units providing a total of 3440 units on the estate, provision of approximately 9074sq.m replacement retail (Class A1), office (Class A2) food and drink (Class A3) and social and community (Class D1) uses and associated public and private open space, car parking and access arrangements. (OUTLINE) Submission of Environmental Statement.	APPROVED 17 <sup>th</sup> January 2007
<b>W01731LA/07</b>	PHASE 1A, Grahame Park Estate, Colindale London NW9	Reserved matters application seeking approval for design and external appearance in relation to Phase 1A, comprising 319	APPROVED 15 <sup>th</sup> January 2008

		residential dwellings pursuant to condition 6 of outline planning permission W01731JS/04 dated 17-01-2007 for the redevelopment of Grahame Park Estate.	
<b>W01731KW/07</b>	Land relating to Section 73 changes to Phase 1B, Grahame Park Estate, Colindale London NW9	Environmental Impact assessment - screening opinion.	Environmental Statement Not Required - 19 <sup>th</sup> September 2007
<b>W01731LB/07</b>	Grahame Park Estate - bounded by Lanacre Avenue to the west, Grahame Park Way to the south and Field Mead to the north.	Section 73 application for variation to the approved phasing (amendment to phases 1A (Anson Block), 1B, and 4A) of the regeneration of Grahame Park Estate requiring the variation of conditions 4, 7 and 30 of Outline Planning Permission W01731JS/04 dated 17-01-2007.	APPROVED 9 <sup>th</sup> April 2008
<b>W01731KY/07</b>	Part of Grahame Park Open Space (Area within south eastern section) Bounded By Lanacre Avenue to the South and Quakers Course to the East, London NW9	Construction of single storey community facility to replace existing log cabin adventure playground, and associated landscaping and vehicle drop off.	APPROVED 11 <sup>th</sup> December 2007
<b>H/04448/10</b>	Grahame Park Estate - bounded by Lanacre Avenue to the west, Grahame Park Way to the south and Field Mead to the north, Colindale, NW9 5UP	Extension to the time limit for implementing planning permission W01731LB/07 granted 09/04/08 for "Section 73 application for variation to the approved phasing (amendment to phases 1A (Anson Block), 1B, and 4A) of the regeneration of Grahame Park Estate requiring the variation of conditions 4, 7 and 30 of Outline Planning Permission W01731JS/04 dated 17-01-2007.	Approved 16 <sup>th</sup> February 2011
<b>H/05110/10</b>	Grahame Park Estate, (Phase 1B of Regeneration), London NW9	Prior Notification for proposed demolition of buildings in relation to Phase 1B of the Regeneration of Grahame Park Estate comprising of 18 residential buildings of 1 to 4 storey brick and concrete flats, one	Approved 18 <sup>th</sup> February 2011

		single storey non-residential building and some separate garages.	
<b>H/00308/11</b>	Grahame Park Estate, (Phase 1B of Regeneration), London NW9	Reserved matters application seeking approval for design, external appearance and landscaping for Phase 1B of the Grahame Park Estate Regeneration comprising 446 residential units (including Block A9), 5,483sq.m (GEA) of non-residential floorspace including a library (Use Class D1), community centre (Use Class D1), supermarket (Use Class A1) and ancillary retail units (Use Classes A1, A2 and A3), pursuant to condition 6 of outline planning permission reference H/00309/11 for the regeneration of Grahame Park Estate, together with details of traffic management/highway improvements (condition 12) and phasing plans (condition 44) required to form part of the reserved matters, and details of the construction methods statement in order to discharge condition 46.	Approved 21st February 2012
<b>H/02522/13</b>	Grahame Park Estate, (Phase 1B of Regeneration), London NW9	Non material amendment to previously approved application Ref: H/00308/11 dated: 12/2/2012 for: Reserved matters application seeking approval for design, external appearance and landscaping for Phase 1B of the Grahame Park Estate Regeneration comprising 446 residential units (including Block A9), 5,483sq.m (GEA) of non-residential floorspace including a library (Use Class D1), community centre (Use Class D1), supermarket (Use Class A1) and ancillary retail units (Use Classes A1, A2 and A3), pursuant to condition 6 of outline planning permission reference H/00309/11 for the regeneration of Grahame Park Estate, together with details of traffic management/highway improvements (condition 12) and phasing plans (condition 44)	Approved 14 <sup>th</sup> August 2013

		required to form part of the reserved matters, and details of the construction methods statement in order to discharge condition 46. Amendments to include: change to sub-phasing of Phase 1B to create Sub-Phase 2 to allow for the delivery of the new Lanacre Avenue shift and Sub-Phase 3 for the delivery of Blocks A1, A8, B1 and B6.	
<b>H/00320/14</b>	Grahame Park Estate, (Plot A8)	Revised application for development of plot A8 consisting of a 5 storey building comprising a 5,536sq.m college, 500sq.m public library and 500sq.m centre for independent living (all Use Class D1); associated vehicle access, parking, landscaping, refuse and cycle storage (this is an amended proposal for the whole of this development plot, being proposed instead of the reserved matters approval reference H/00308/11 dated 21/02/2012 for 57 flats, a 750sq.m public library, 945sq.m centre for independent living and 279sq.m of retail floorspace).Amendments to include: change to sub-phasing of Phase 1B to create Sub-Phase 2 to allow for the delivery of the new Lanacre Avenue shift and Sub-Phase 3 for the delivery of Blocks A1, A8, B1 and B6.	Approved 6th May 2015
<b>H/04502/14</b>	Grahame Park Estate, (Plot B1)	Revised application for development of plot A8 consisting of a 5 storey building comprising a 5,536sq.m college, 500sq.m public library and 500sq.m centre for independent living (all Use Class D1); associated vehicle access, parking, landscaping, refuse and cycle storage (this is an amended proposal for the whole of this development plot, being proposed instead of the reserved matters approval reference H/00308/11 dated 21/02/2012 for 57 flats, a 750sq.m public library, 945sq.m	Approved 6th May 2015

		centre for independent living and 279sq.m of retail floorspace).	
<b>14/07210/FUL</b>	Grahame Park Estate, (Plot B6)	Revised application for development of plot B6 comprising buildings between 1 and 6 storeys, to accommodate 92 residential units (84 flats and 8 dwellinghouses); associated vehicle access, highways, parking, landscaping, amenity space, refuse and cycle storage (this is an amended proposal for the whole of this development plot, being proposed instead of the reserved matters approval reference H/00308/11 dated 21/02/2012 for 84 flats in a part 5, part 6 storey building).	Approved 15th July 2015
<b>15/04039/FUL</b>	Grahame Park Estate, (Plot A1)	Construction of a new council office building between 4 and 9 storeys in height providing 11,146 sq.m of floorspace comprising 10,646 sq.m of (B1) office space and 170sq.m of (A3) cafe and ancillary space on ground floor and basement. Provision of landscaping and public realm improvements, car and cycle parking and refuse and recycling stores. Amended Plans showing alterations to design of proposed council office building.	Approved 5th April 2016
<b>17/2840/OUT</b>	Grahame Park Estate, Plots 10, 11 & 12	Outline planning permission for the demolition of 630 existing residential units, Everglade GP Practice, Community Hall, library and retail units and the construction in three phases (plots 10, 11 and 12) of: 1083 residential units (use Class C3); a Community Hub of approximately 3,766 sq.m (GIA) comprising a community hall and workshop rooms, a daycare nursery, a GP Health centre, community health facilities and ancillary office accommodation (all use class D1) along with 186 sq.m (GIA) café (use class A3); approximately 340 sq.m (GIA) of retail space (predominantly use class A1, along with A2, A3, A4 and/or A5) ; a flexible ground floor space of approximately 55sq.m	Refused 13/02/2018

		<p>(GIA) (use class A1 or use class B1) within Block 10B; a new energy centre to provide district heating; and associated car parking, open space, landscaping and access arrangements.</p> <p>Within the outline application:</p> <ul style="list-style-type: none"> <li>- full details are submitted for the means of access, layout, scale, appearance and landscaping of Plots 10 and 12 and associated works; and</li> <li>- full details of Plot 11 are submitted for the means of access, layout, scale, appearance and landscaping with the exception of Plot 11D, where details of layout and scale are submitted, with means of access, appearance and landscaping reserved.</li> </ul>	
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### **1.3 Pre-application Consultation by the Applicant**

A Statement of Community Involvement has been submitted with the Planning Application which outlines the consultations which the applicant carried out prior to the submission of the application.

The applicant has undertaken consultations with local residents and the wider community at each stage of the project including 4 drop-in consultation events (March and May 2019) and an exhibition at the Grahame Park Festival (July 2019). The applicant has also undertaken extensive pre application discussions with the London Borough of Barnet and the GLA as well as other local key stake holders including ward councillors.

### **1.4 Public Consultations by the Council and Views Expressed**

#### Public Consultation

**1977** local residents were consulted on the planning application by letter on 28.11.2019. The application was advertised in the local press on 07.11.2019 and site notices were put up on site on 07.11.2019. The consultation process carried out for this application is considered to be appropriate for a development of this nature. The extent of consultation exceeded the requirements of national planning legislation and the Council's own adopted policy.

#### Public Representations



As a result of the consultation, a total of 12 responses have been received, including a petition against the proposal signed by 53 persons. The remainder of the public comments contain 6 objections and 3 letters of support.

The comments received from members of the public have been summarised as follows:

Summary of main points raised by members of the public in objecting to the scheme.

Density, scale and height of the proposal excessive and not in keeping with the area.

Loss of privacy and overlooking of neighbouring properties;

Impact on daylight and sunlight to neighbouring properties;

Impact of the volume of development on local public transport infrastructure;

Inadequate parking provision in development;

Impact on traffic generation and road safety as a result of the development;

Noise disturbance during demolition and construction;

Noise disturbance as a result in increased population and traffic generation;

Loss of genuine affordable housing, all existing residents (including non-secured tenants) should be rehoused on the estate;

Lack of transparency with residents;

Orientation of parking entrances to the existing houses on Great field with corresponding traffic, road safety and pollution concerns;

Lack of local services to support growth in population including GP's and schools;

Shops should be re-provided to replace those lost;

Removal of existing trees around existing car park on Plot A;

Limited green space in redevelopment;

Wind tunnel impacts;

Roads should be wider;

Safety issues of pond in the park;

Impact on TV signals;

Relationship of development to St Margaret's Church in relation to accuracy of plans, privacy and security;

Relationship of proposal to future proposals in Douglas Bader Estate. Proposals will cause some loss of light to these future units, and proposed future units in Douglas Bader will cause some light reduction to part of the Grahame Park proposals – both schemes should be understanding of this aspect of the proposals.

Summary of main points raised by members of the public in support of the scheme.

Exciting to see project move forward;

Estate has seen better days and needs redevelopment.

Officer Comment

All of the above representations have been taken into account in the officer assessment below. Minor amendments have been made in relation to the position of the boundary.

## **Elected Representatives.**

Andrew Dismore AM

I am writing to object to the above application in my capacity as London Assembly Member for Barnet and Camden.

This application represents the onward march of the notoriously poorly planned Grahame Park "regeneration" scheme, which has already caused chaos and misery to many.

My objections are based on the following grounds:

Firstly, the unacceptable loss of genuinely affordable homes and replacement with homes that are not truly affordable. Barnet Council have used Grahame Park extensively for the provision of temporary accommodation, with some 'temporary' residents living there for many years. It is unlikely that these residents will be rehoused locally, as they will not be able to afford the proposed properties. Any planning permission must make it a condition of approval that those living on the estate now should be offered proper and permanent rehousing in the regenerated estate, should they so wish.

Secondly, the design aspects are extremely poor. We see yet more overdevelopment and unsustainable levels of population density. This is not a large site, yet it is being developed on a city centre scale, rather than a local suburb with just one nearby tube station already ram-packed, and one extremely busy Thameslink station.

This leads on to my third objection, which relates to a lack of local services to cope with a vast expansion of the population. There is nowhere near enough GP practice cover, and school spaces are being built mainly on the other side of the borough, where transport links are poor. In addition, there will be a very limited amount of green space available for residents to use and enjoy.

Fourthly, there is a lack of parking. I have objected time and time again to these plans due to the completely unrealistic idea that families who live far away from local amenities and adequate transport will not have cars. The development in this area has already extensively debunked that myth, yet as usual with Barnet regeneration plans, no learning has been done.

Finally, the height of 10/11 storeys is completely unacceptable, and breaks promises made to residents about height. We have seen far too many examples of these taller buildings overlooking nearby residents and there being no privacy for people to enjoy their own homes.

There is also an impact of loss of light in habitable rooms.

Therefore I strongly urge officers to reject this scheme and come up with a far more thought through plan.

Officer Comment

There is no loss of affordable housing. The density of the proposal follows extensive design work between the applicant and the Council and the GLA and has also been through a CABI design panel. The quantity of car parking is partly as a result of capacity and also due to GLA parking policies. The impact on services and light to neighbouring properties is considered acceptable.

### **Consultation responses from neighbouring associations other non-statutory bodies.**

No comments received from these bodies.

### **Consultation Responses from Statutory Consultees**

#### **Greater London Authority (GLA)**

##### **Strategic planning application stage 1 referral**

Town & Country Planning Act 1990 (as amended); Greater London Authority Acts

##### **Strategic issues**

**Principle of estate regeneration:** The application complies with the requirement for the like for like replacement social rented floorspace and would provide an increase in terms of social rent accommodation by floorspace and habitable rooms (paragraph 21 to 33).

**Land use principle:** Further housing intensification of the site is supported, as is the proposed quantum of flexible commercial and employment use. The approach to social infrastructure re-provision is supported, subject to further discussion on the wording of any Section 106 agreement. Amendments to Heybourne Park would result in a net loss of open space; however, this is acceptable given the overall net increase in open space proposed across the site and the comprehensive qualitative landscape improvements proposed to the park itself (paragraphs 34 to 48).

**Housing and affordable housing:** 50% affordable housing by habitable room, comprising a 38:62 tenure split between social rent/London Affordable Rent and intermediate shared ownership is supported in principle, subject to this being verified as the maximum viable level of affordable housing and further discussion on any Section 106 agreement to ensure the affordable housing is secured in perpetuity. Early, Mid and Late Stage Viability Review Mechanisms should be secured given the size and timescales for the development. Affordability levels for shared ownership and low cost rent units should be confirmed and secured (paragraphs 49 to 61).

**Urban design and heritage:** The design, layout, density, height and massing of the proposed scheme is strongly supported and the proposed development would not harm heritage assets. (paragraphs 62 to 76).

**Climate change:** The applicant's strategies in relation to energy, drainage and urban greening are supported subject to conditions and obligations being secured (paragraphs 77 to 80).

**Transport:** Car parking and cycle parking would comply with the draft Replacement London Plan. A financial contribution of £900,000 is required to mitigate the impact on bus capacity (via two phased payments). A contribution of £160,000 is required towards improvements to Colindale station to mitigate the impact of the scheme. Conditions

are required in relation to bus stop location and design, construction, deliveries, travel planning and car parking and cycle parking. (paragraph 81 to 89).

### **Recommendation**

That Barnet Council be advised that the application does not yet fully comply with the London Plan and draft Replacement London Plan, for the reasons set out in paragraph 93 of this report; however, the possible remedies set out in that paragraph could address those deficiencies.

### **Conclusion**

London Plan and draft Replacement London Plan policies on estate regeneration, retail and employment uses, social and health care infrastructure, housing and affordable housing, urban design, inclusive design, heritage, climate change, flood risk and sustainable drainage and transport are relevant to this application.

The application does not yet fully comply with the London Plan and draft Replacement London Plan. The below issues should be addressed to ensure the proposal complies with the London Plan and draft Replacement London Plan:

- **Principle of estate regeneration:** The application complies with the requirement for the like for like replacement social rented floorspace and would provide an increase in terms of social rent accommodation by floorspace and habitable rooms.
- **Land use principle:** Further housing intensification of the site is supported, as is the proposed quantum of flexible commercial and employment use. The approach to social infrastructure re-provision is supported, subject to further discussion on the wording of any Section 106 agreement. Amendments to Heybourne Park would result in a net loss of open space; however, this is acceptable given the overall net increase in open space proposed across the site and the comprehensive qualitative landscape improvements proposed to the park itself.
- **Housing and affordable housing:** 50% affordable housing by habitable room, comprising a 38:62 tenure split between social rent/London Affordable Rent and intermediate shared ownership is supported in principle, subject to this being verified as the maximum viable level of affordable housing and further discussion on any Section 106 agreement to ensure the affordable housing is secured in perpetuity. Early, Mid and Late Stage Viability Review Mechanisms should be secured given the size and timescales for the development. Affordability levels for shared ownership and low cost rent units should be confirmed and secured.
- **Urban design and heritage:** The design, layout, density, height and massing of the proposed scheme is strongly supported, and the proposed development would not harm heritage assets.
- **Climate change:** The applicant's strategies in relation to energy, drainage and urban greening are supported subject to conditions and obligations being secured.
- **Transport:** Car parking and cycle parking would comply with the draft Replacement London Plan. A financial contribution of £900,000 is required to mitigate the impact on bus capacity (via two phased payments). A contribution of £160,000 is required towards improvements to Colindale station to mitigate the impact of the scheme. Conditions are required in relation to bus stop location and design, construction management and logistics, deliveries and servicing, travel planning and car parking and cycle parking.

### **Officer Comment**

The broad support of the GLA to the application proposals is welcomed. The

London Borough of Barnet are in agreement with the majority of comments made but have made representations in relation to the proposed station contribution.

### **Environment Agency (EA)**

No objections subject to the attachment of appropriate conditions and informatives.

### **Highways England**

Offer no objection.

### **National Grid**

No objections subject to the attachment of the following informative:

Cadent have identified operational gas apparatus within the application site boundary. This may include a legal interest (easements or wayleaves) in the land which restricts activity in proximity to Cadent assets in private land. The Applicant must ensure that proposed works do not infringe on Cadent's legal rights and any details of such restrictions should be obtained from the landowner in the first instance.

If buildings or structures are proposed directly above the gas apparatus then development should only take place following a diversion of this apparatus. The Applicant should contact Cadent's Plant Protection Team at the earliest opportunity to discuss proposed diversions of apparatus to avoid any unnecessary delays.

If any construction traffic is likely to cross a Cadent pipeline then the Applicant must contact Cadent's Plant Protection Team to see if any protection measures are required.

All developers are required to contact Cadent's Plant Protection Team for approval before carrying out any works on site and ensuring requirements are adhered to.

### **Thames Water (TW)**

#### **Waste Comments**

With the information provided, Thames Water has been unable to determine the waste water infrastructure needs of this application. Thames Water has contacted the developer in an attempt to obtain this information and agree a position for FOUL WATER drainage, but have been unable to do so in the time available and as such, Thames Water request that the following condition be added to any planning permission. "No properties shall be occupied until confirmation has been provided that either:- 1. Capacity exists off site to serve the development, or 2. A housing and infrastructure phasing plan has been agreed with Thames Water. Where a housing and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed housing and infrastructure phasing plan, or 3. All wastewater network upgrades required to accommodate the additional flows from the development have been completed. Reason - Network reinforcement works may be required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to avoid sewage flooding and/or potential pollution incidents. The developer can request information

to support the discharge of this condition by visiting the Thames Water website at [thameswater.co.uk/preplanning](http://thameswater.co.uk/preplanning). Should the Local Planning Authority consider the above recommendation inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Planning Department (telephone 0203 577 9998) prior to the planning application approval.

With the information provided Thames Water has been unable to determine the waste water infrastructure needs of this application. Thames Water has contacted the developer in an attempt to obtain this information and agree a position for SURFACE WATER drainage, but have been unable to do so in the time available and as such Thames Water request that the following condition be added to any planning permission. "No properties shall be occupied until confirmation has been provided that either:- 1. Capacity exists off site to serve the development or 2. A housing and infrastructure phasing plan has been agreed with Thames Water. Where a housing and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed housing and infrastructure phasing plan. Or 3. All wastewater network upgrades required to accommodate the additional flows from the development have been completed. Reason - Network reinforcement works may be required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to avoid flooding and/or potential pollution incidents. The developer can request information to support the discharge of this condition by visiting the Thames Water website at [thameswater.co.uk/preplanning](http://thameswater.co.uk/preplanning). Should the Local Planning Authority consider the above recommendation inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Planning Department (telephone 0203 577 9998) prior to the planning application approval.

#### Water Comments

With regard to water supply, this comes within the area covered by the Affinity Water Company. For your information the address to write to is - Affinity Water Company The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333.

#### Supplementary Comments

Wastewater: We expect surface water to be attenuated to Greenfield run-off rates following London Policy 5.13 and achieve 5l/s/ha for all weather conditions. We require the drainage strategy to specify the point(s) of connection and peak discharge rates into the public sewer system for foul and surface water. We require demonstration of how the surface water disposal hierarchy has been implemented for the site and why connection to the combined sewer is the preferred option.

Discharge rates can be readily restricted to well below 5l/s using hydrobrakes or suitably protected orifice plates or proprietary products such as vortex control devices.

The surface water drainage strategy for this development should follow policy 5.13 of the London Plan. Typically greenfield run off rates of 5l/s/ha should be aimed for using the drainage hierarchy.

1. Rainwater harvesting (including a combination of green and blue roofs) 2. Infiltration techniques and green roofs 3. Rainwater attenuation in open water

features for gradual release 4. Rainwater discharged direct to watercourse (unless not appropriate) 5. Rainwater attenuation above ground (including blue roofs) 6. Rainwater attenuation below ground 7. Rainwater discharge to a surface water sewer or drain 8. Rainwater discharge to a combined sewer

## **London Borough of Brent**

No Objections

### **Metropolitan Police Crime Prevention Design Advisor**

I have reviewed the crime rates in the local area of the proposed application on Police.uk and I have noted that the highest recorded issues impacting the local ward of Colindale are anti-social behaviour, violence & sexual offences and vehicle crime.

The London Borough of Barnet as an entirety has a higher than average rate of burglary. Please see appendix for crime statistics.

The architect (Mr Roger Meyer of Patel Taylor Architects) wished to discuss the scheme with the MPS prior to submission to Barnet planning department, therefore myself and a colleague met with them on 01/08/2019. We discussed the overall scheme for the regeneration of GPE and made some recommendations in respect of crime prevention methods and strategies to consider incorporating for the scheme. Some of these recommendations have been incorporated with the Design and Access statement (DAS).

One of the biggest problems of the existing Grahame Park estate is the neighbourhood permeability of the site. A comment has been included by the architects in the Design and Access statement (page 150) regarding a number of alleyways currently within the proposed site. It is accepted that there should be some connectivity between parts of the estate, but I would support the closure of the highlighted alleyways within the DAS in order to reduce the permeability of the site, as previously discussed with the architect. Gating can help if the complete closure of an alleyway is not a permitted option, but it must be noted that from previous experience, once gates are installed, either they are often left open and insecure; they are often accessible by a digi-lock with a code that can quickly become compromised; or due to a lack of a maintenance strategy, gates can be left broken with no one party liable for repairing the gates, therefore leaving them insecure and allowing unrestricted access to an area that could quite clearly be misused.

Widely available research has proven that “neighbourhood permeability... is one of the community level design features most reliably linked to crime rates, and the connections operate consistently in the same direction across studies: more permeability, more crime”. (Taylor R B, 2002 – Crime prevention through environmental design).

The development will be providing a ‘Woodland Walk’ that will run along the length of the entire development. This should be a pleasant place for people to use but can just as easily become an area for crime and disorder and a ‘no-go zone’ for

residents and members of the public alike. The DAS makes reference to ramped cross-overs (section 8.20), which would presumably generate an undercroft or subway for people to pass under. I have a serious concern if any undercroft or subway is proposed and it would not be acceptable from an SBD perspective. This could lead to an area that could be taken over by a group or gang and increase crime and the fear of crime within the estate.

There are various gradient changes seen within the existing Grahame Park Estate, and underpass areas. The underpass leading towards the old shopping parade by Moineau has previously been closed off completely, perhaps due to crime and disorder problems or possibly drainage, due to the impassable depth of surface water upon the approach to the now closed underpass. As above, these underpass areas can produce massive issues of crime and disorder and with the fear of crime connected to an underpass, especially at night-time, could lead to the area becoming a 'no-go' zone to residents. I would not be able to support the introduction of any underpass area within a housing development.

The DAS refers to bridges upon the 'neighbourhood ladder' of the estate (section 8.19) and this is a concern. Bridges connecting blocks greatly increases the permeability of the site and can quickly become a means of escape for an offender. Due to the number of units per block, it is essential that each block is compartmentalised to restrict access in and around each residential block. For example, a person residing in block D must not be able to access the neighbouring block via a bridge or inter-connecting corridor. Compartmentalisation is required to prevent unlawful free movement around the building. This would be achievable by incorporating destination control smart lifts and securing certain corridors and stair-cores by fob in order to prevent illegitimate access. A secure lobby is also required for each residential block to reduce the impact that a tail-gater could potentially have, providing unrestricted access to an entire building. This will also help to protect residents and their immediate neighbours with a further line of defence, to help prevent illegitimate access to their flat door from others and enhance community cohesion.

I have provided my initial observations and comments within Appendix B for reference.

I have not provided any specific advice to the architects regarding each proposed individual block, therefore I would need to provide specific bespoke advice for each separate development, on a block by block, phase by phase basis, prior to submitting any comments through to your planning department.

My advice and recommendations is provided in line with the most recent SBD guide for residential dwellings – Homes 2019. As this application is an outline of the long-term proposal for GPE and as our advice is constantly updated, I would reserve the right to provide any future recommendations to the respective agents in line with the most recent advice and SBD guide available.

Physical security is mentioned within the DAS and it is noted that the development will comply with Approved Document Q (ADQ) of Building Regulations, however, whilst I accept that with the introduction of ADQ, it is no longer appropriate for local authorities to attach planning conditions relating to technical door and window



standards, I would encourage the planning authority to note the experience gained by the UK police service for 25+ years in this specific subject area. That experience has led to the provision of a physical security requirement considered to be more consistent than that set out within ADQ; specifically the recognition of products that have been tested to the relevant security standards but crucially are also fully certificated by an independent third party, accredited by UKAS (notified body). This provides assurance that products have been produced under a controlled manufacturing environment in accordance with the specifiers aims and minimises misrepresentation of the products by unscrupulous manufacturers/suppliers and leads to the delivery, on site, of a more secure product. **An overall planning condition for a development to achieve SBD accreditation, prior to occupation, will ensure that the most appropriate physical security can be recommended for the development.**

I do not object to this proposal but due to the reported issues affecting the ward and past problems within the estate, I would respectfully request that a planning condition is attached to any approval, whereby each development must achieve Secured By Design accreditation, prior to occupation.

### **English Heritage Archaeology**

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

This is a previously developed site outside of an Archaeological Priority Area and with no recorded archaeological interest.

No further assessment or conditions are therefore necessary.

### **Natural England**

No objections raised, reference made to standing advice.

### Internal Consultation responses

#### **Urban Design**

No objections raised detailed comments incorporated in officer report below.

#### **Transport and Regeneration**

Comments provided in relation to the scheme. Final comments to be incorporated in the addendum following further discussions between the applicant and Barnet Transport.

#### **Environmental Health**

No Objections raised subject to the attachment of appropriate conditions regarding construction method extraction, noise mitigation, air quality and contamination.

## Trees and Landscape

Detailed comments provided regarding tree protection and proposed landscaping. Comments incorporated in officer comments below.

## Capita Drainage (Lead Local Flood Authority)

No objections subject to condition requiring additional exploration of SUDS infrastructure including potential for discharging to existing pond in Heybourne Park.

## Skills and Enterprise

### SPD-SEET Calculation - Non-Financial Contributions- Appendix B

Part 1a - Non-financial obligations	Outputs
a) Progression into Employment (unemployed under 6 mths)	56
b) Progression into Employment (unemployed over 6 mths)	36
c) Apprenticeships (min NQV Level 2)	95
d) Work Experience (min 10 days)	122
e) School/College/ University Site Visits	1113
f) School/College Workshops	612
g) Local Labour	30%
h) Local supplier requirements	10

Table B- Agreed Non- Financial Contributions-

Part 1a - Non-financial obligations	Outputs	30% of Outputs to Commute	70% of Outputs to Discharge
a) Progression into Employment (unemployed under 6 mths)	40	12	28
b) Progression into Employment (unemployed over 6 mths)	45	13.5	31.5
c) Apprenticeships (min NQV Level 2)	50	15	35
d) Work Experience (min 10 days)	122	36.6	85.4
e) School/College/ University Site Visits	1113	1113	1113
f) School/College Workshops	612	612	612
g) Local Labour	10%	10%	10%
h) Local supplier requirements	10	10	10

**30% Commute- Above SPD-SEET Agreed Non- Financial Contributions**

Table C - Non-financial obligations	30% Non- Financial to Commute	Multiplier- SPD; 2014; Para; 2.8-2.12	Financial Contribution- Total to Commute	Difference of Non- Financial Obligations to Discharge
a) Progression into Employment (unemployed under 6 mths)	12	5,340.00	64,080.00	28
b) Progression into Employment (unemployed over 6 mths)	14	5,340.00	74,760.00	31
c) Apprenticeships (min NQV Level 2)	15	25,000.00	375,000.00	35
d) Work Experience (min 10 days)	37	5,340.00	197,580.00	85
e) School/College/ University Site Visits	1113	0.00	0.00	1113
f) School/College Workshops	612	0.00	0.00	612
g) Local Labour	10%	0.00	0.00	10%
h) Local supplier requirements	10	0.00	0.00	10
<b>TOTAL</b>			<b>711,420.00</b>	

**Review for Approval**

The Site will provide a maximum of 50% Affordable Housing Scheme, with a GDV of 12.7%.

NottinghillGenesis will require to commute 30% of the Non- Financial Obligations into a Financial Contribution to support and sustain, Employment, Skills, Social Value and Community Investment Initiatives, already established within Grahame Park.

Overall, the site has Marginal Viability, and therefore, the Employment and Skills Obligations have been modified to take into account this Marginal Viability.

## 2. DESCRIPTION OF THE SITE, SURROUNDINGS AND PROPOSAL

### 2.1 Site Description and Surroundings

Grahame Park is the borough's largest housing estate, originally comprising 1,777 units of mostly social rented accommodation, along with a small neighbourhood shopping centre and various community facilities. The estate suffers from a number of socio-economic and physical problems. A tenant's participation survey in 1999 identified a number of issues including the poor physical environment and poor image, unsafe and difficult circulation routes owing to the Radburn style separation of vehicles and pedestrians, overcrowding and inappropriate occupancy for large families, a high turnover of stock, poorly placed and poorly integrated local facilities and poor levels of shopping choice.

In 2003 residents voted in favour of a full regeneration of the estate and in 2004 a new Masterplan secured outline consent for the whole site. Some parts of this masterplan at the southern end have already been built out by Genesis Housing.

Grahame Park estate itself comprises a mixture of flats and houses, in buildings of varying heights and set in areas of open space. The central area, known as the Concourse, comprises mainly 5-7 storey apartment blocks and also contains almost all of the retail and community facilities. 4 and 5 storey apartment blocks extend to the north and south of the Concourse, whilst the remaining accommodation is generally 2-3 storey houses and flats. The main area of open space is known as Heybourne Park (formerly known as Grahame Park Open Space) which is located to the west of the Concourse, whilst other areas of informal open space exist between buildings.

The immediate site surroundings are mixed in character. To the north and west of Grahame Park Estate are low-density, predominantly 2-3 storey residential estates,

ranging from 1970s to schemes currently under construction or recently completed, as well as the Blessed Dominic School. To the south of the estate are Middlesex University student halls of residence, with blocks ranging between 3 and 4 storeys and the residential development known as Beaufort Park. Immediately to the east of the estate is Colindale Police Station, St James' School and the RAF Museum.

Colindale Underground Station, on the Edgware branch of the Northern Line, serves the immediate area and is located some 400m from the southern edge of the estate. The site is well served by the strategic road network, with good access to the A5 to the west and the A41/A1 to the east. The borough boundary with the London Borough of Brent runs along the A5, whilst the M1 and the Thameslink railway form the eastern boundary of the CAAP area.

## **2.2 Description of the Proposed Development**

The Proposed Development is as follows:

*Hybrid planning application for the demolition of 630 residential units and existing commercial, retail and community floorspace, and the phased redevelopment of Plots 10-12 of Grahame Park comprising a full planning application for the redevelopment of Plot A and an outline planning application for the redevelopment of Plots B to Q for up to 2,088 residential units and up to 5,950sq.m (GEA) of flexible non-residential floorspace.*

*Full planning permission is sought for the demolition of 113 existing homes and the redevelopment of Plot A comprising the erection of 5 buildings between 3 and 11 storeys to provide 209 new homes and 440sq.m (GEA) of non-residential floorspace (Use Class A1, A2, A3, B1), landscape, public open space and public realm, associated car parking, cycle spaces and other associated works.*

*Outline planning permission (scale, layout, landscaping and appearance reserved) for the demolition of 517 existing residential units, buildings and structures on Plots B to Q, and the redevelopment of the site in a series of phases to provide up to 1,879 new homes and up to 5,510sq.m (GEA) of non-residential floorspace within classes A1, A2, A3, A4, B1, D1 and D2 including a community centre and children's day nursery in buildings ranging in height from 3 storeys to 15 storeys, with associated public open space, hard and soft landscaping, public realm, car parking spaces, and cycle parking spaces, stopping up and diversion of Lanacre Avenue and associated works*

## **3. PLANNING CONSIDERATIONS**

### **3.1 Environmental Impact Assessment (EIA)**

The Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2017 (hereafter referred to as 'the EIA Regulations') requires that for certain planning applications, an Environmental Impact Assessment (EIA) must be undertaken.

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

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

The Regulations apply to two separate lists of development project. Schedule 1 development for which the carrying out of an Environmental Impact Assessment (EIA) is mandatory and Schedule 2 development which require the carrying out of an EIA if the particular project is considered likely to give rise to significant effects on the environment. The proposed development does not fall within Schedule 1 of the regulations.

The development which is the subject of the application comprises development within column 1 of Schedule 2 of the Regulations. The development is deemed to fall within the description of Infrastructure projects and more specifically urban development projects (paragraph 10(b)).

As a development falling within the description of an urban development project, the relevant threshold and criteria in column 2 of Schedule 2 of the Regulations is that the area of development exceeds 5 hectares or 150 residential units.

#### Screening and Scoping for EIA development

Given the nature and scale of the development, it was common ground with the applicant that the application would need to be accompanied by an ES in line with the Regulations. On this basis no Screening Opinion was sought from the LPA.

In agreement with the Council it was considered that the scope of the assessment should cover the same grounds as the previous application addressing the following issues:

- Ground Conditions and Contamination
- Noise and Vibration
- Air Quality
- Traffic and Transport

An Environmental Statement (ES) has been submitted in support of the application, and this is accompanied by a Non-Technical Summary (NTS). The details contained within these documents are discussed in the relevant sections below.

### **3.2 Principle of Development**

#### Principle of the redevelopment of the existing housing estate

A resident's vote was held in 2003, in which existing residents of Grahame Park voted for the comprehensive redevelopment of Grahame Park Estate. Following this vote an Outline Planning application was submitted under reference W01731JS/04 which was granted Planning Permission in 2007 following the completion of the legal agreement. While only part of this permission has been implemented this permission established the basic principle of the redevelopment of the Estate.

The GLA have confirmed in writing that the estate is exempt from the requirement to undertake any further ballots and have supported the principle of the regeneration of this Estate.

The redevelopment of Grahame Park Estate is also inline Council's Policies contained within Barnet's Core Strategy along with Supplementary Planning Guidance contained within the Colindale Area Action Plan and the Grahame Park SPD.

### Housing

The National Planning Policy Framework (NPPF) states that planning law requires applications for planning permission to be determined in accordance with the development plan, unless material considerations indicate otherwise. Development that that accords with an up-to-date Local Plan should be approved.

Policy 3.3 of the London Plan recognises the pressing need for more homes in London and seeks to increase housing supply to in order to promote opportunity and provide real choice for all Londoners in ways that meet their needs at a price they can afford. Barnet Local Plan documents also recognise the need to increase housing supply. Policies CS1 and CS3 of the Barnet Core Strategy expect developments proposing new housing to protect and enhance the character and quality of the area and to optimise housing density to reflect local context, public transport accessibility and the provision of social infrastructure.

Policy CS3 'Distribution of growth in meeting housing aspirations' identifies Colindale as one of the three main areas (the other two being Brent Cross and Mill Hill East) for providing the bulk of the housing requires for the borough, with Colindale providing an anticipated 8,120 homes up to 2025/2026, as part of a borough wide requirement for 28,000 additional homes over a 15 year time period.

It is noted that this housing target was subsequently revised upwards in the Further Alterations to the London Plan in 2014 to an annual target of 2,349 over a ten year period.

The draft Replacement new London Plan (December 2017),when adopted, will replace the existing London Plan 2016. The new London Plan sets out mayoral policies for the period 2019-2041, with housing targets set only for the first ten years of the Plan. The revised housing target for Barnet is to provide a revised "minimum" Borough Housing target of 31,340 homes, on an Annual Monitoring Target of 3,134 homes. The target date ends in 2029.

In relation to Grahame Park itself the supporting text contained within the Core Strategy advises that:

Regeneration proposals for Grahame Park aim to transform the estate into a 3,440-home mixed tenure neighbourhood. The Estate forms part of the Colindale Regeneration Area (Grahame Park Way Corridor of Change) as set out in the Colindale Area Action Plan. Around 1,310 homes will be demolished and 460 retained providing a net increase of 1,670 new homes.

The regeneration is to be taken forward in two stages. Stage A is under way and comprises 962 new homes. Stage B will comprise 2,015 new homes. Stage A is expected to be completed by 2016. Stage B is expected to be delivered between 2015 and 2026.

The Grahame Park Estate SPD which was adopted in May 2016 envisaged the provision of 2161 homes for the area of Stage B which includes the current application site.

The previous application 17/2840/OUT proposed the provision of 1,083 residential units on the site.

The current application proposes 2,088 residential units. While this is greater than the earlier scheme, this level of provision is necessary to provide sufficient viability in the scheme in order to deliver the regeneration of Grahame Park while also fulfilling the Mayor's objective of like for like re-provision of socially rented homes. It is noted that housing targets are minimum rather than maximum and that the basic principle of providing additional units is acceptable in policy.

It is considered that the current redevelopment proposal accords with the abovementioned policies for an intensive, mixed-use proposal which is intended to positively transform the site and the area with its uses including residential, commercial, community facilities and open space provision, as well as its design and the associated improved relationships to and connectivity with the surrounding area.

Specific aspects of the development principles of this proposal are discussed in more detail below.

#### Housing Density

London Plan policy 3.4 seeks to optimise the housing potential of sites. This provides a guide to appropriate density ranges for particular locations, depending on accessibility and setting.

The Transport Assessment indicates a varying PTAL across the existing site of between Level 1 (Very Poor) and Level 2 (Poor) through the site.

The density matrix of the London Plan 2016 nominates a density range of 150-250 habitable rooms per hectare for PTAL 1 and between 150 to 250 units habitable room per hectare for Suburban PTAL 2.

Setting	Public Transport Accessibility Level (PTAL)		
	0 to 1	2 to 3	4 to 6
Suburban	150–200 hr/ha	150–250 hr/ha	200–350 hr/ha
3.8–4.6 hr/unit	35–55 u/ha	35–65 u/ha	45–90 u/ha
3.1–3.7 hr/unit	40–65 u/ha	40–80 u/ha	55–115 u/ha
2.7–3.0 hr/unit	50–75 u/ha	50–95 u/ha	70–130 u/ha
<b>Urban</b>	<b>150–250 hr/ha</b>	<b>200–450 hr/ha</b>	<b>200–700 hr/ha</b>
3.8 –4.6 hr/unit	35–65 u/ha	45–120 u/ha	45–185 u/ha
3.1–3.7 hr/unit	40–80 u/ha	55–145 u/ha	55–225 u/ha
2.7–3.0 hr/unit	50–95 u/ha	70–170 u/ha	70–260 u/ha
<b>Central</b>	<b>150–300 hr/ha</b>	<b>300–650 hr/ha</b>	<b>650–1100 hr/ha</b>
3.8–4.6 hr/unit	35–80 u/ha	65–170 u/ha	140–290 u/ha
3.1–3.7 hr/unit	40–100 u/ha	80–210 u/ha	175–355 u/ha
2.7–3.0 hr/unit	50–110 u/hr	100–240 u/ha	215–405 u/ha

The Site has an existing PTAL rating ranging between 2-3. In accordance with Table 3.2 of the London Plan, the Site is located within a urban setting defined as an area “*areas with predominantly dense development such as, for example, terraced houses, mansion blocks, a mix of different uses, medium building footprints and typically buildings of two to four storeys, located within 800 metres walking distance of a District centre or, along main arterial routes*”. Given the Site’s PTAL rating and suburban local, the London Plan seeks to provide residential densities of between 200-450 habitable rooms per hectare.

The previously refused scheme proposed an average density of 356 habitable rooms per hectare which was in compliance with the London Plan density matrix. The current application proposes an average density of 238 units and 614 habitable rooms per hectare.

The numerical application of the London Plan density matrix in any event needs to be balanced against design quality and the quality of residential environment created. Account also needs to be taken of the improved connectivity through the site and to the surrounding area including its public transport as well as the provision of social infrastructure on site. This reflects the approach of “*optimising*” housing according to London Plan Policy 3.4, it being noted that the density matrix is not intended to be applied mechanistically (London Plan para 3.28).

In addition, the Mayors housing SPG sets out the exceptional circumstances where densities above the relevant density range may be justified (London Plan para 3.28A). Exceptional circumstances include the following and which are considered relevant in the case of this application:

- “Liveability” as described in section 2.2 – 2.4 of the SPG (E.g. Neighbourhood scale and provision of outdoor spaces, playspace, designing out crime, social infrastructure, dwelling standards and facilities, and sustainability)
- Exemplary design and quality
- Access to services
- Management of communal areas



- Contribution to 'place shaping'

Members attention is also drawn to emerging draft Replacement London Plan, which seeks to move away from the density matrix towards the concept of making the most efficient use of land and be developed at the optimum density.

The emerging policy advises that the optimum density of a development should result from a design-led approach to determine the capacity of the site. Particular consideration should be given to:

1. the site context
2. its connectivity and accessibility by walking and cycling, and existing and planned public transport (including PTAL)
3. the capacity of surrounding infrastructure

These comments are reflected in the GLA comments which do not raise any strategic concerns in relation to density and instead, considers that the densities across the site are appropriate.

### Community Hub

The Concourse in Grahame Park currently includes a community centre, GP Practice and Nursery. A library was also previously located in this location, however a replacement library has already been constructed within Stage A in the southern part of the site opposite from the new Council offices

Policy DM13 'Community and education uses' advises that:

a: Loss of community or educational use

Loss of community or educational use will only be acceptable in exceptional circumstances where:

i. New community or education use of at least equivalent quality or quantity are provided on the site or at a suitable alternative location; or ii. There is no demand for continued community or education use, and that the site has been marketed effectively for such use.

The application documents incorporate the provision of a community 'cluster' in the central portion of the site. As this part form part of the outline element of the proposal, the actual location and the detailed design of this element of the proposal will form part of a future reserved matters application and would involve further discussions between the applicant, the Council and the Community to ensure that it meets local needs. The Community 'cluster' will involve a minimum of 1200 sq.m in floorspace for a community centre and nursery on site.

In relation to health the proposals allow for the accommodation of a replacement health centre on site with a maximum of 3,100 sq.m (also including the community centre and nursery) of D1/D2 floorspace as part of the proposals. However the current preference of the Clinical Commissioning Group (CCG) is for a new large facility to be provided as part of the Colindale Gardens development to the south of the site. In the event that this option remains the preferred option, a financial

payment from the applicant towards the delivery of this facility would be made. The proposed heads of terms allow for this either/ or eventuality.

The provision of the new Community 'cluster' is welcomed and is in accordance with Policy DM13 involving the re-provision of a purpose built community facilities which represents a qualitative and quantitative improvement over the existing facilities.

### Retail uses

In addition to the Community cluster and residential elements of the proposal, the application also proposes between 600 and 1500 square metres of A1-A3 class A3 (Retail, Professional Services & Restaurants) floorspace along with up to 250 sq.m of A4 (Drinking Establishment) floorspace.

With the exception of the proposed retail store located within Plot 10, the majority of the proposed space is located within the outline element of the proposal and as such the final location of such facilities will be a matter for future reserved matters applications, however the indicative plans show its provision along the central spine road. The purpose of inclusion of this space is to enable active ground floor frontages and to cater for local convenience needs rather than attracting visitors from outside the site. On this basis the proposed retail centre is unlikely to adversely affect any neighbouring shopping centres and is considered acceptable. The location of the proposed retail use is also in accordance with the approved Grahame Park SPD and is supported in planning policy.

### Office Uses

The application also includes the provision of up to 1,100 sq.m of flexible B1 office space. All of this floorspace is within the outline element of the proposal with the application envisaging this floorspace being provided at ground floor level along the central spine road. The application supporting documents envisage that this space will be designed to be suitable for micro, small and medium sized enterprises. Full details of any employment floorspace will be provided at reserved matters stage.

## **3.3 Housing Quality**

A high quality built environment, including high quality housing in support of the needs of occupiers and the community is part of the 'sustainable development' imperative of the NPPF. It is also implicit in London Plan Ch1 'Context and Strategy', Ch2 'London's Places', Ch3 'London's People', and Ch 7 'London's Living Places and Spaces', and is explicit in policies 2.6, 3.5, 7.1, and 7.2. It is also a relevant consideration in Barnet Core Strategy Policies CSNPPF, CS1, CS4, and CS5 Development Management DPD policies DM01, DM02 and DM03 as well as the Barnet Sustainable Design and Construction SPD, Residential Design Guidance SPD and CAAP policy 5.2.

### Unit mix

Development plan policies require proposals to provide an appropriate range of dwelling sizes and types, taking account of the housing requirements of different groups to address housing need (London Plan Policy 3.8, and Barnet Development

Management Policies DPD policy DM08). The Council's Local Plan documents (Core Strategy and Development Management Policies DPD) identify 3 and 4 bedroom units as the highest priority types of market housing for the borough. Although, this should not be interpreted as implying that there is not a need for a full range of unit sizes.

The proposed development proposes the following unit mix across the application site:

**Table 1: Accommodation Schedule**

<b>Size</b>	<b>Social Rent/ Affordable Rent</b>	<b>Shared Ownership</b>	<b>Private</b>	<b>Total</b>
	<b>Units</b>	<b>Units</b>	<b>Units</b>	<b>Units</b>
Studio	0	0	75	75
1-Bed	123	417	430	970
2-Bed	147	282	415	844
3-Bed	53	0	123	176
4 Bed	22	0	0	22
5 Bed	1	0	0	1
<b>Total</b>	<b>346</b>	<b>699</b>	<b>1043</b>	<b>2088</b>

In terms of dwellings types which constitute family accommodation provision, the London Housing Design Guide classifies family housing as all units upwards of 2 bedroom 3 person units.

Overall it is considered that the proposal proposes an appropriate split in housing type to address housing preference and need in accordance with the abovementioned policies.

### Affordable Housing

London Plan 2016 policy 3.12 advises that the maximum reasonable amount of affordable housing should be sought when negotiating on private residential and mixed use schemes, having regard to local and strategic affordable housing requirements; affordable housing targets; the need to encourage rather than restrain development; the need to promote mixed and balanced communities; the size and type of affordable housing needed in particular locations; the specific site circumstances; the resources available to fund affordable housing; and the priority to be accorded to affordable family housing.

Policy H10 of the draft Replacement London Plan seeks to resist the demolition of affordable housing unless it is replaced by an equivalent amount of affordable housing floorspace, affordable housing floorspace re-provided on a like for like basis and integrated into the development to ensure mixed and inclusive communities. All estate regeneration schemes involving the demolition and

replacement of affordable housing are required to follow the Viability Tested route and should seek to provide a net uplift in affordable housing in addition to minimum requirement for replacement affordable housing floorspace.

Additional guidance is provided in the Mayor’s Good Practice Guide to Estate Regeneration (adopted February 2018) which require regeneration schemes to achieve the following objectives:

- like for like replacement of existing affordable housing floorspace
- an increase in affordable housing
- full rights of return for any social housing tenants
- fair deal for leaseholders/freeholders
- full and transparent consultation and involvement.

In relation to affordable housing split GLA policies allow for a minimum of 30% rented accommodation, 30% intermediate and 40% at the discretion of London Borough’s as such GLA policy would allow up to 70% rented or 70% intermediate at the discretion of the borough.

The Barnet Core Strategy (policy CS4) seeks a borough wide target of 40% affordable homes on sites capable of accommodating ten or more dwellings with a tenure split of 60% social rented and 40% intermediate housing.

The development comprises a total minimum affordable housing provision of 1045 units which equates to just over 50% affordable housing provision as set out in the accommodation schedule above.

In relation to the mayoral position, Members will be aware that the previous scheme was refused predominately due to the reason that the scheme did not allow for 100% like for like re-provision, with the scheme providing 192 socially rented (SR) and London Affordable rented (LAR) properties in comparison with 346 under the current scheme.

This figure should be read in conjunction with the entirety of the Grahame Park redevelopment including housing which has been delivered in earlier phases and the Adastral development (which was used to rehouse Grahame Park tenants). In total including these developments the following SR/LAR units have either been re-provided or will be re-provided as part of the development.

	<b>Units</b>	<b>Floorspace</b>
Social rent/London Affordable Rent in Plots 10-12	346	21,289
Stage A social rent	231	16,962
Adastral	99	8,580
Market houses acquired by Notting Hill Genesis and let as social rent	8	747
<b>Total</b>	<b>684</b>	<b>47,578</b>

In comparison with the existing estate as existed at the start of the estate

regeneration process, the following table illustrates the proposals in comparison to the original position of the Grahame Park Estate.

	<b>Existing</b>	<b>Proposed</b>	<b>Net change</b>
Floorspace (sq.m.)	44,778	47,578	<b>+2,800</b>
Habitable rooms	1,735	2,128	<b>+393</b>
Units	688	684	<b>-4</b>

As can be seen from the above, while there is a marginal reduction in units, there is a significant uplift in both habitable rooms and floorspace in comparison to the existing estate. The GLA accept that the current proposals and advises in their stage 1 comments that they consider that the proposals comply with GLA policy for Estate regeneration.

In relation to Barnet's policies in terms of the quantity of affordable housing provided, the development clearly exceeds the minimum level of 40% required by Barnet Policy. In relation to affordable housing, the split does not strictly accord with Barnet's policies providing approximately 33% affordable rented and 67% intermediate. However, Barnet's housing team have confirmed that the proposed unit mix is acceptable in this instance, due to the like for like re-provision of socially rented units, the provision of over 50% affordable housing, the viability of the scheme and placemaking in developing a mixed and balanced community in Grahame Park.

The overarching aim of redevelopment proposals which date back nearly 20 years is that redevelopment proposals should tackle perceived existing problems with the estate, transforming it into a vibrant, safe and mixed and balanced community, which it is considered that the current proposals achieve. The proposals accord with Local and London Plan Policy and accord with the requirements of the Planning Delivery Agreement and adopted supplementary planning policy including the CAAP and Grahame Park SPD.

#### Floorspace standards

Housing standards are set out in the Nationally Described Space Standards (NDSS), the London Plan and London Housing SPG and Barnet's Sustainable Design and Construction SPD.

All the dwellings in the detailed element of the development within Plot A meet the minimum standards as demonstrated in the applicant's supporting documents in relation to the unit sizes and also meet the minimum areas for bedrooms, bathrooms w/c's and storage and utility rooms. It is expected that future units within the outline element of the proposal will also accord with these standards and this will be secured as part of the reserved matters process.

#### Lifetime Homes and wheelchair housing standards

Barnet Local Plan policy DM02 requires development proposals to meet the highest standards of accessible and inclusive design, whilst policy DM02 sets out further specific considerations. All units should comply with Lifetime Homes Standards (LTHS) with 10% wheelchair home compliance, as per London Plan policy 3.8.

London Plan 2016 policy 3.8 (Housing Choice) require 90% of units to meet M4 (2) (accessible and adaptable) and 10% to meet M4 (3) wheelchair standards

In respect of LTHS, while this legislation has been abolished the applicant advises in their application submission that all units will be built to either M4 (2) or M4 (3) standards which have replaced LTHS.

In respects of wheelchair housing, the applicant has advised that 21 units with the detailed part of the application will be built to wheelchair standards which represents 10% of all units within this phase in accordance with policy. A suitable condition is attached requiring future phases to also meet this standard.

Amenity space

Barnet’s Sustainable Design and Construction SPD Table 2.3 sets the minimum standards for outdoor amenity space provision in new residential developments. For both houses and flats, kitchens over 13sq.m are counted as a habitable room and habitable rooms over 20sq.m are counted as two habitable rooms for the purposes of calculating amenity space requirements.

<b>Table 2.3:Outdoor Amenity Space Requirements</b>	<b>Development Scale</b>
<b>For Flats:</b> •5 m <sup>2</sup> of space per habitable room.	Minor, Major and Large scale
<b>For Houses:</b> •40 m <sup>2</sup> of space for up to four habitable rooms •55 m <sup>2</sup> of space for up to five habitable rooms •70 m <sup>2</sup> of space for up to six habitable rooms •85 m <sup>2</sup> of space for up to seven or more habitable rooms	Minor, Major and Large scale
Development proposals will not normally be permitted if it compromises the minimum outdoor amenity space standards.	Householder

The

Mayor’s housing SPG sets out a requirement of 5 sq.m of private amenity space for 1 and 2 person dwellings with a further 1 sq.m per additional person.

All of the proposed dwellings within the detailed part of the proposal (Plot A), will have access to outdoor space that complies or exceeds the LBB and Mayoral Standards through the provision of balconies and roof terraces. The application also advise that all future phases will also achieve these standards although these matters will be secured at reserved matters stage.

Playspace and Open Space

## Open Space

London Plan Policy 2.18 (e) seeks to integrate green infrastructure with the wider network and improve accessibility for all. Standard 3 of the Mayor's Housing SPG (2016) requires proposals to audit existing open space, and take "*opportunities to help address a deficiency in provision by providing new public open spaces*". Standard 4 then provides additional details on the expected quality of new public open space, saying that proposals should demonstrate that the space:

*"is overlooked by surrounding development;  
is accessible to disabled people including people who require level access and wheelchair users;  
is designed to take advantage of direct sunlight;  
has suitable management arrangements in place."*

The draft replacement London Plan policy D1B requires development to provide conveniently located green and open spaces. Policy G4 (Open Space) also requires that where possible development proposals should create areas of publicly accessible open space. When there is a loss of open space the equivalent or better-quality open space should be provided in the locality.

Barnet's Core Strategy (Map 10), as well as Barnet's Parks and Open Spaces Strategy 2016-2026, identifies areas with a deficiency of open space. The application site does not fall within such an area. Similarly reflecting the existing level of provision, the explanatory text to CAAP Policy 5.5 notes that whilst the provision of recreational open space with the development is supported, the CAAP proposes:

*"a lower level of on-site provision which reflects the metropolitan location and the existing provision of open space in the Borough and the surrounding area, particularly the existing local parks such as Montrose Park and Grahame Park and those slightly further afield including significant Green Belt and MOL"*.

Development Management Policy DM15 protects existing open space from development, except in exceptional circumstances where the following can be satisfied:

*"a. The development proposal is a small scale ancillary use which supports the use of the open space or  
b. Equivalent or better quality open space provision can be made."*

The policy goes on to note that "*Any exception will need to ensure that it does not create further public open space deficiency and has no significant impact on biodiversity.*"

As Grahame Park is not an identified area of open space deficiency, the quantity standards for new open space provision do not apply. However, the Colindale Area Action Plan (CAAP) sets out the Colindale-wide open space policy, requiring Stage B of Grahame Park to deliver "new and improved public open space proposed in the Grahame Park Estate". The CAAP included proposes for improvements to Grahame

Park including improving links to the wider network and providing both smaller local parks and new areas of hard landscaped open space as part of the development. The provision of these improvements were part of the legal obligations pursuant to the original masterplan approval.

As previously mentioned, the masterplan is no longer being built out, and has been superseded in part by the Grahame Park SPD adopted in 2016.

The Grahame Park SPD (2016) noted that Heybourne Park is designated as a ‘Site of Local Importance for Nature Conservation’. Barnet’s adopted Parks and Open Spaces Strategy 2016-2026 categorises Heybourne Park as a park of ‘low quality, high value’ and supports proposals to improve the park’s quality in line with its high value. The Grahame Park SPD also sets out further detail on the existing open spaces that should be retained and enhanced and the locations for new open space and public realm. This includes the remodelling of Heybourne Park with the provision of new public realm around the Community Hub and the future St Augustine’s development site.

The application proposals involve the loss of 700 sq.m of open space from Heybourne Park in order to facilitate the delivery of the scheme. However, the application also proposes improvements to Heybourne Park and has produced an illustrative scheme showing potential improvements which could be provided in the park including the provision of new play equipment, MUGA and other facilities. This is the matter of continued discussions between the Council (who will own and manage the approved park) and the applicant, and the detailed design for the park will form part of a future reserved matters application. The S106 heads of terms require either the delivery of improvements to the park up to a value of 2 million pounds or the payment of the equivalent cash sum to the Council to carry out such works. It is anticipated that this money will be combined with other sources of funding in order to maximise the benefits which can be provided.

Other areas of open space to be created within the development include the creation of areas of doorstep play throughout the development along with smaller landscaped areas along the eastern part of the site to the north of St Margaret’s Church. In terms of total provision the proposal would provide an uplift of 982 sq.m as illustrated on the table below.

	<b>Existing green space</b>	<b>Proposed green space</b>	<b>Net change</b>
Public open amenity space	54,160	53,950	- 210
Road side open amenity space	3,880	2,910	- 970
Semi-private/communal open space	3,237	5,399	+ 2,162
<b>Total</b>	<b>61,277</b>	<b>62,259</b>	<b>+ 982</b>

Overall the level of public open space, being delivered and enabled to be delivered as a result of the development is considered appropriate meeting London Plan and Barnet Policy in terms of providing significant improvements to the quality of open space, which compensate for the minor land take of Heybourne Park.



## Playspace

London Plan Policy 3.6 requires housing development to make provisions for play and informal recreation based on child yield, referring to the Mayor's SPG Shaping Neighbourhoods: Play and Informal Recreation 2012.

London Borough of Barnet Core Strategy Policy CS7 requires improved access to children's play space from all developments that increase demand, and Policy DM02 requires development to demonstrate compliance with the London Plan.

Using the Mayor's Play and Informal Recreation SPG calculator, the child yield from the development is estimated to be 915 (0-17). Based on the child yield of 915 the scheme is expected to deliver 9,150 sq.m of playable space, broken down as follows:

- 30% playable space suitable for 0-5 year olds;
- 40% playable space suitable for 5-10 year olds;
- 30% playable space suitable for 11+ year olds.

### **0-5 Year old provision 2,745 sq.m:**

In relation to 0-5 year old provision the provision will be provided in the form of Doorstep Play and Local Areas of Play. These will typically be located within plots in the podium deck gardens

### **0-10 Year Old Provision 3,660 sq.m:**

Locally equipped areas of play (LEAP's) will provided within the Heybourne Park and the Eastern Edge of the development. These will partly be in the form of formally equipped playgrounds and partly in the form of grassed playing fields.

### **11+ Year Old Provision 2,745 sq.m:**

Neighbourhood equipped areas for play will be provided in the form of either formal sports facilities or open areas of Heybourne Park for older children.

Overall the level of play space provision is considered acceptable in quantity and form. The final details of these will be developed as part of future reserved matters applications, particularly in relation to the formal spaces proposed in Heybourne Park. It is also worth noting that Plot A will provide on plot facilities for 0-5 in accordance with policy.

## **3.4 Design**

The National Planning Policy Framework (revised, 2019) makes it clear that good design is indivisible from good planning and a key element in achieving sustainable development. This document states that permission should be refused for development which is of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions. It identifies that good design involves integrating development into the natural, built and historic environment and also points out that although visual appearance and the

architecture of buildings are important factors; securing high quality design goes beyond aesthetic considerations.

The London Plan 2016 also contains a number of relevant policies on character, design and landscaping. Policy 7.1 of the London Plan further emphasises the need for a good quality environment, with the design of new buildings supporting character and legibility of a neighbourhood. Policy 7.4 of the London Plan states that buildings, streets and open spaces should provide a high quality design response that has regard to the pattern and grain of the existing spaces and streets in orientation, scale, proportion and mass; contributes to a positive relationship between the urban structure and natural landscape features, including the underlying landform and topography of an area; is human in scale, ensuring buildings create a positive relationship with street level activity and people feel comfortable with their surroundings; allows existing buildings and structures that make a positive contribution to the character of a place to influence the future character of the area; and is informed by the surrounding historic environment. Architectural design criteria are set out at policy 7.6.

Draft Replacement London Plan (DRLP) policy D1B requires development to respond to the existing character of a place by identifying the special and valued features and characteristics that are unique to the locality and be of high quality, with architecture that pays attention to detail, and gives consideration to the use of use of attractive, robust materials which weather and mature well. Policy D2 (Delivering good design) requires masterplans and design codes to help bring forward development and ensure it delivers high quality design.

Policy CS5 of Barnet Council's policy framework seeks to ensure that all development in Barnet respects local context and distinctive local character, creating places and buildings of high quality design. In this regard policy CS5 is clear in mandating that new development should improve the quality of buildings, landscaping and the street environment and in turn enhance the experience of Barnet for residents, workers and visitors alike. Policy DM01 also requires that all developments should seek to ensure a high standard of urban and architectural design for all new development and high quality design, demonstrating high levels of environmental awareness of their location by way of character, scale, mass, height and pattern of surrounding buildings, spaces and streets. Proposals should preserve or enhance local character and respect the appearance. Policy DM03 seeks to create a positive and inclusive environment that also encourages high quality distinctive developments. The above policies form the basis for the assessment on design.

### **Masterplan Concept**

The existing estate which was constructed in the 1970's was designed on the 'Rayburn' model, which separated vehicles from pedestrian routes. This has not been successful in practice and has resulted in the following problems:

- No clear connection between the Estate and the surrounding area;
- No clear relationship between streets or legibility;
- Lack of surveillance; and
- Poorly defined public and private space.

To address these existing problems and also the reasons for the refusal of the previous scheme, a masterplan for the redevelopment and regeneration of Plots 10-12 of the Grahame Park estate has been developed by Patel Taylor Architects through consultation with officers at LBB, the GLA, TfL and other statutory and non-statutory consultees. In preparing the masterplan, Patel Taylor were required to take into account the aspirations of LBB as set out in the Principal Development Agreement between LBB and NHG and 2016 Grahame Park SPD which include:

- The creation of a successful, family friendly neighbourhood, incorporating high standards of design, a good mix of uses, and a layout that will meet the needs of current and future generations;
- An inclusive community of existing and new residents in a safe, accessible environment;
- High quality affordable and private homes;
- An outstanding environment with excellent parks and great streets, accessible to all; and
- The creation of a place with a strong sense of community.

The stated objectives of the proposed masterplan is to *'create an inspiring place for people to live, work and play, and one which will integrate positively with the surrounding area. It seeks to create a place that is inviting, enjoyable, convenient and accessible. Ultimately as part of the wider redevelopment of the area it seeks to create a strong central identity at the heart of an evolving place.'* The masterplan is also underpinned by 10 key principles, which are as follows:

- Site wide legibility;
- Fostering the community;
- Minimal disruption during rehousing;
- The 10 principles of sustainability;
- Encouraging healthy living;
- Living streets;
- Delivering early community benefits;
- A variety of buildings and homes;
- High quality as standard; and
- Lifetime best value.

The proposed masterplan scheme aims to fulfil the above principles through a design-led approach informed by the requirement to deliver a viable scheme which incorporates replacement social rented housing on a like for like basis on-site and the delivery of 50% affordable housing following the refusal of the previous scheme.

The masterplan arranges the development into 8 parameter plots as detailed in the parameter plans and Design Guidelines. There are 12 illustrative building plots arranged either side of a central avenue and to the north and east of Heybourne Park and detailed Plot A to the north of the park. The majority of blocks are arranged on a north-south axis in order to maximise views and daylight to properties. In order to address existing problems with site wide legibility a new central 'spine' is proposed running from south (Grahame Park Way) to north (Field Mead) through the core of the application site in order to create a backbone to the scheme and new connections especially north to Mill Hill Broadway Station. New

east west connections link into the spine from existing neighbourhoods joining up the community where the Concourse once formed a barrier.

The masterplan further divides the development into three distinctive neighbourhoods divided by the two key connecting roads of Lanacre Avenue (Bristol Avenue) and Nighthawk Road. The neighbourhoods will be defined by the character of landscaping and types of planting.

1. The northern neighbourhood comprising Plot A will have traditional roads with street planting and on-street parking.
2. The central neighbourhood seeks to extend the reach of the park through the streets into the woodland open space. A number of buildings interface directly with the park including mansion buildings directly lining the park. Features include wide streets with rain gardens, swales and other sustainable water features.
3. The southern neighbourhood is the most urban of the three neighbourhoods and includes the community buildings. Public spaces are predominantly hard paved for flexible outdoor uses and play within the streets.

A number of different types of buildings are proposed: courtyard homes in linear buildings; mansion blocks; terraced houses and townhouses. The design, massing and layout of the buildings is informed by the landscape space that they are set in and the setting that they intend to create. The majority of the scheme to the east of Bristol Avenue comprises Courtyard Plots with linear blocks on the east and west of single storey landscaped podiums over parking and plant. Between linear blocks, terraced townhouses back onto the podium creating additional front doors on the streets. Mansion plots line the open space to the North and East of Heybourne Park, creating a strong urban edge to the landscape.

Overall it is considered that the masterplan principles which have been drawn up by the project architects have the potential to significantly enhance the character and appearance of the Grahame Park Estate and will help to integrate the development into the surrounding areas which have either already been redevelopment or will be in the future.

### **Height, bulk, scale and massing**

As mentioned above the proposed built form of the site comprises a series of perimeter blocks and development zones organised around a network of streets and public spaces. The bulk, scale and massing of individual blocks varies to account for the proposed uses and the scale of the spaces that they frame or relate to. This provides variation in character, visual interest, identity, place and way-finding across the masterplan.

The proposed buildings are predominately 'mid-rise' ranging from between 7-12 storeys in height with some lower height 3 storey properties on the eastern boundary of the site facing St Margaret's Church and some taller 13-15 storey buildings located either facing Heybourne Park or in the central portion of the north/south spine road opposite the entrance to the park. The distribution of height and massing within the masterplan has been designed to maximise the positive

townscape effects and minimise the negative environmental effects underpinned by the following design objectives:

- Reinforce the major public spaces of the Avenue and Heybourne Park by focusing height in this location;
- Create wayfinding markers by locating taller elements at key masterplan locations;
- Relate to the existing context by scaling down at the edges alongside neighbouring buildings;
- Provide a mix of low-rise, mid-rise and taller buildings in the townscape composition;
- Orientate linear buildings north-south rather than east-west to reduce shadows; and
- Articulate east-west buildings, reducing height to allow views and light to pass between taller elements.

### **Tall buildings assessment**

Barnet Core Strategy defines tall buildings as buildings of 8 storeys or 26m and states that they may be appropriate in strategic locations subject to detailed assessment criteria.

London Plan Policy 7.7 states that tall buildings should not have an unacceptably harmful impact on their surroundings. It states that tall buildings should be part of a plan-led approach to the development of an area and should not have an unacceptably harmful impact on their surroundings. In particular, Para. 7.7 requires tall buildings to “*relate well to the form, proportion, composition, scale and character of surrounding buildings, urban grain and public realm (including landscape features) particularly at street level*”.

DNLP Policy D8 (Tall buildings) also confirms that tall buildings should only be developed in sustainable locations that are identified in Development Plans and sets out a number of potential impacts development proposals should address. Supporting text in para. 3.8.1 recognises the role that tall buildings play in facilitating regeneration opportunities, contributing towards the provision of new homes and making optimal use of the capacity of sites.

Local Development Plan Policy DM05 ‘Tall Buildings’ further advises that:

‘Tall buildings outside the strategic locations identified in the Core Strategy will not be considered acceptable. Proposals for tall buildings will need to demonstrate:

- i. an active street frontage where appropriate
- ii. successful integration into the existing urban fabric
- iii. a regard to topography and no adverse impact on Local Viewing Corridors, local views and the skyline
- iv. not cause harm to heritage assets and their setting
- v. that the potential microclimatic effect does not adversely affect existing levels of comfort in the public realm.

Proposals for redevelopment or refurbishment of existing tall buildings will be required to make a positive contribution to the townscape.’

The site is within an Opportunity Area where the LP considers the principle of tall buildings to be acceptable. Over the past 10 years there has been an increased focus on delivering new neighbourhoods within Colindale comprising large scale developments with tall buildings. There has been a significant uplift in the height of new buildings, in the surrounding area, with the granting of planning permission for buildings with more than 25 storeys at Colindale Gardens, and including up to 29 storeys at Colindale Underground station. The Colindale Gardens and Beaufort Park schemes to the south of the application site each have a typical height above 10 storeys. Stage A of the regeneration of the estate has seen low rise and terraced housing being replaced with higher rise flatted blocks.

Barnet's Core Strategy identifies the Grahame Park estate as a location where tall buildings are considered to be acceptable. It specifies that buildings ranging from 8 to 11 storeys will form an integral part of the regeneration. However, it must be noted that policy within the Core Strategy in respect of housing targets has been superseded by the housing targets/Opportunity Area policies in the LP and DNLP which require redevelopment and regeneration proposals to optimise the use of previously developed land and build to higher densities. In policy terms the principle of tall buildings on the application site is considered to be acceptable and compliant with the policy direction in the development plan.

Within the masterplan, buildings are typically proposed as mid-rise between 7 and 12 storeys with some lower elements at three storeys, and some taller elements at 13-15 storeys. The principle for the heights across the masterplan area is the careful placement of the tall buildings throughout the development having regard to local context. The tallest buildings are proposed to be located around Heybourne Park and on the park interchange with the scaling down of height at the margins of the development.

A justification has also been provided concerning how the proposal is in broad compliance with both London Plan and Barnet's tall building policies:

*London Plan policy considerations*

- The proposals are located within an Opportunity Area within the LP and DNLP where strategically tall buildings are directed;
- The proposals form part of a much wider regeneration area which has already seen the introduction of tall buildings as set out above. The redevelopment of Stage B offers the opportunity for a comprehensive redevelopment of the site which will significantly improve the character and appearance of the area as well as respecting the character of surrounding buildings;
- The proposed tall buildings are part of the wider masterplan proposals and would be sited within the confines of the proposed development or facing onto Heybourne Park. Buildings along the edges of the redevelopment step down in height to reflect the scale and character of surrounding buildings. The siting of the proposed tall buildings will therefore relate well to the form, proportion, composition, scale and character of surrounding buildings and public realm;
- The proposed buildings both individually and as a group will improve the legibility of an area, acting as markers emphasising the public area around Heybourne Park and the new community facility on the central avenue;

- With the exception of Plot A, the proposals are in outline. The proposed five blocks that form Plot A, incorporate the highest standards of architecture and materials, including sustainable design and construction practices. Design Guidelines have also been provided that demonstrate the commitment of the applicant to ensure that the buildings in Plots B-Q will also be of a high quality design;
- A number of the buildings will incorporate a mixture of community, retail and employment uses at ground floor level. This includes the potential for a café overlooking Heybourne Park and the community facilities proposed in block H1. These uses will provide a positive relationship to the surrounding streets;
- The careful placement of buildings surrounding Heybourne Park and on the central avenue will act as marker buildings and contribute to improving the legibility and permeability of the site;
- Upper floors of the buildings will be for residential use and as such it is not considered appropriate to provide publicly accessible areas on upper floors;
- The inclusion of tall buildings within Stage B will make a significant contribution towards the regeneration of the estate. As set out in previous sections of this statement, the estate has been suffering from decline and failures in the existing design for a number of years. The incorporation of tall buildings will enable high quality architecture to replace existing substandard buildings, re-provide and increase affordable housing and much improved community facilities whilst delivering a viable scheme; and
- The proposals will not affect their surroundings adversely in terms of, wind, overshadowing, noise, reflective glare, aviation, navigation and telecommunication interference as confirmed in the accompanying technical reports.

#### *Barnet Development Management Policy considerations*

- Active ground floor frontages are provided in some units with A1, A2, A3 and D1 uses fronting Heybourne Park and the re-aligned central avenue.
- The tallest buildings are either facing Heybourne Park or within the central part of the site with a reduction in height along the edges of the site, particularly the eastern part of the site adjacent to the new woodland walk, therefore successfully integrating the site into the existing urban fabric;
- There are no adverse impacts identified to Local Viewing Corridors, local views and the skyline;
- The Heritage Assessment confirms that there is no harm to heritage assets and their setting; and
- The Wind Assessment confirms there are no microclimate effects that would adversely affect existing levels of comfort in Heybourne Park or other surrounding public realm.

Overall it is considered that due to the above factors, sufficient justification has been provided to justify the proposed heights within the development. In reaching this conclusion significant weight needs to be given towards the overwhelming place making necessity of redeveloping the existing estate along with the requirements to provide a significant quantity of affordable housing while remaining viable as a development. The proposal is therefore considered in broad accordance with London Plan Policy 7.7, Draft Replacement London Plan Policy D8 and Barnet Policy DM05.

#### **Character and appearance**

As mentioned above the development is broadly divided into 3 character areas. The neighbourhoods will be defined by the character of landscaping and types of planting. Plot A which is the only detailed portion of the development is located in the Nighthawk character area which is characterised by traditional roads with street planting and on-street parking.

Plot A is designed as a courtyard building typology, unique in the context of the illustrative masterplan by virtue of having three linear blocks separated by two courtyards as opposed to only two blocks and a single courtyard (typical courtyard typology). Two pairs of houses animate the south side of the ground floor podium that connects this block.

In line with the Design Guidelines the character of the buildings on Plot A is predominantly muted. The south facades are designed as the primary facades onto Nighthawk road and are strongly articulated to provide legibility.

The material palette for Plot A has been selected to have a sympathetic relationship with the surrounding context while setting the tone for the wider development. Brick cladding is proposed as the predominant material for its robustness and proximity to context. In contrast with the existing estate, however, in Plot A there will be a range of tones, consisting of red and beige colour brick materials which responds positively to the existing and surrounding context carefully selected to express the building articulation in plinth, bookends, street infills and courtyards. Additional detailing and articulation of the proposed building is achieved by the use of stone balcony bases, bronze metal balconies and brickwork recesses and reveals. This differentiation of colour will provide variety to the building appearance and streetscape, helping to break down the scale of the building mass. The variations in colour will also accentuate each facade as belonging to a distinctive building element, a specific street setting and individual home.

In relation to the outline elements of the proposal, the application is accompanied by a Design Guidelines document which provides a degree of design control for future phases in relation to block typologies, building facades, windows and fenestration and the materials palette to ensure the provision of a visually cohesive and architecturally attractive form of development. The final design details of these elements of the proposal including materials will be considered as part of future reserved matters applications.

The proposed materials are considered appropriate in this context and it is considered that the proposed detailed appearance is in compliance with Council Policy representing a high quality of development.

### **Visual impact and views**

Due to the nature of the site, surrounded by a heavily built up the proposal would not impact upon views from outside of the immediate site surrounds.



The proposals take into account the application site's designation as an Opportunity Area in the London Plan and draft Replacement London Plan, where higher-density development is encouraged. The site also lies in an area identified by Barnet as one where tall buildings are considered to be appropriate (Core Strategy policy CS5 and para 10.6.6).

The masterplan massing of the proposals has been considered within its context. The taller buildings will be sited within the confines of the proposed development or facing onto Heybourne Park. Buildings along the edges of the redevelopment step down to reflect the scale and character of surrounding existing low-rise buildings.

Visibility from surrounding areas is limited by the built-up nature of the land surrounding the site. Long vistas offering distant views are limited and have been considered within the design of the scheme to enhance wayfinding and visibility of open space.

A Historic Desk Based Assessment (DBA) was submitted with the application. Chapter 8 of this report featured an appraisal of heritage assets in the wider area and the potential impact of the new development on views. The assessment has considered the impacts of the development on the surrounding designated assets including the Watling Estate Architectural Conservation Area and the Royal Air Force Officer's Mess Grade II Listed Building. The assessment noted that taller elements of the new development may be visible in the background of local heritage and conservation settings. However, it is considered that the new development (especially the taller buildings) will be visible in the context of existing tall buildings and will therefore have only a neutral impact on heritage assets and important views.

Overall, the proposed buildings are not considered to materially detract from or impact on the key vistas or heritage assets identified in the heritage and conservation character appraisals. The proposals therefore are in accordance with adopted policy.

### **Layout and connectivity**

As previously mentioned, one of the key design principles of the masterplan is the creation of clear connections and improved legibility around and through this part of the estate, making Grahame Park simpler and easier to navigate especially for pedestrians and cyclists. This is in part a response to the rejection of the Radburn principles used to inform the design of the existing estate which allowed for good pedestrian connectivity through the core of the site but took little account of safety and inclusive access. This replies of multiple flights of steps and underpasses to address level changes.

Central to the masterplan design is a simple hierarchy of streets with a new network of routes following traditional street patterns. The streets will be connected by a strong central north – south spine from Grahame Park Way in the south to Field Mead in the north. This central spine improves the connection to the north, allowing improved pedestrian and cycle links and the redirecting of a bus route through the site towards Mill Hill Broadway Station.

A number of key nodes are proposed along the central spine defined by the types of uses and activities proposed and connections from the east and west. The library square forms a civic area with the Council offices, library and college. Within the central area, key routes from the east and west connect around the area of proposed community facilities. At the northern end outside the application site an existing community garden terminates the central spine.

The woodland walk running north to south provides an alternative neighbourhood north to south route. East – west secondary links integrate Plots 10, 11 and 12 with neighbouring communities and Heybourne Park where the Concourse currently forms a barrier.

The improved connections and legibility though the site will provide new and existing residents better access to community infrastructure (the new civic square in the south and new proposed community facilities), local shops and public transport than the existing site. Existing and new communities will be reconnected with Heybourne Park through the repair of severances caused by the concourse. The circulation routes will benefit from measures in accordance with TfL's 10 Healthy Streets indicators as explained further in the DAS and the TA. This includes the creation of a safer public realm and a safe network of streets with no unobscured spaces, improved lighting and wayfinding which will encourage active travel as detailed below and in the DAS. The overall masterplan seeks to address level differences across the site to assist pedestrians and cyclists.

Overall it is considered that proposals in the masterplan will create a clear and legible development with good connectivity for sustainable modes of transport in line with the principles of lifetime neighbourhoods and fully accord with London Plan policy 7.1 and Draft Replacement London Plan policies DB1A and D2.

### Fire Safety

DNLP policy D12 (Fire safety) requires all development proposals to achieve the highest standards of fire safety and comply with a number of criteria set out in the policy, including: identifying outside space for fire appliances to be positioned on; appropriate fire alarm systems; suitable and convenient means of escape; evacuation strategies for all users; and the provision of suitable access and equipment for firefighting. All major development proposals should be submitted with a Fire Statement, which is an independent fire strategy, produced by a third party suitably qualified assessor to address all of the requirements set out in the policy.

An Outline Fire Safety Strategy (OFSS) which was prepared by fds Consult has been submitted in support of the application which establishes the fire strategy principles for Plot A and how these will be applied to subsequent plots. The objective of the fire strategy report is to establish in principle how the new buildings will comply with the fire safety requirements of Building Regulations. LBB Building Control have been consulted as part of producing this document.

The key fire safety measures proposed for Plot A are set out in the OFSS and include details of: suitable vehicle access for a fire engine pump appliance to 100% of the plot perimeter; accesses into the various parts of the plot; the proposed fire hydrant system; detection and alarm systems; evacuation strategies; and construction measures to minimise the risk of fire spread.

As such it is considered that the proposal is in full compliance with the new draft Replacement London Plan Policy D12 in this regard.

### Safety, security and crime mitigation

Pursuant to London Plan policy 7.3 and Barnet Core Strategy policy CS12, the scheme is considered to enhance safety and security and mitigate the potential of crime because:

- Pedestrian and cycle routes running parallel to vehicle movements to activate the public realm;
- Well-lit primary routes leading to secondary streets and front doors;
- The elevation of shared amenity space to podium level and enclosed buffer zones around ground floor homes. Minimising the amount of building frontage directly exposed to the public realm;
- Non-residential active uses line key routes. Inactive frontages and routes are minimised through regular spacing of entrances and activity;
- Passive surveillance of the public realm is delivered through active residential or non-residential frontages overlooking public realm front ground and upper storeys of the buildings, with no blank gables or unobserved spaces;
- Parking is located in secured car parks or, where in the public realm, in well observed area at the front of properties rather than in open courts to the rear;
- Buildings and gated parking areas will be designed to comply with Building Regulations Approved Document Q which required security testing to ensure a safe and robust barrier against crime; and
- A robust building and landscape management strategy will be developed in partnership between the applicant and LBB to ensure continued security.

The Metropolitan Police were consulted on this application and made detailed design suggestions both in relation to the detailed Plot A proposals and in relation to the masterplan portions of the development. A condition is attached requiring the applicant to demonstrate compliance with secured by design principles.

### Conservation and Archaeology

The preservation and enhancement of heritage assets is one of the 12 core principles of the NPPF. It is a statutory obligation of the Planning (Listed Buildings and Conservation Areas) Act 1990 to consider the special architectural and historical interest as well as the setting of listed buildings as well as the character and appearance of conservation areas. Saved PPS5 'Planning and the Historic Environment' provides guidance regarding consideration of designated and non-designated heritage assets. In addition, London Plan policy 7.8 and Barnet Core Strategy CS5 and DM06 variously require the consideration of the impact to heritage assets including listed buildings, conservation areas and archaeology.

In respect of archaeology, the application is not located in an area of archaeological interest and involves a previously developed site. English Heritage Archaeology were consulted on the proposal and have advised that the site is unlikely to have a significant effect on heritage assets of archaeological interest and no further investigation is required.

### **3.5 Amenities of Neighbouring and Future Residents**

Part of the 'Sustainable development' imperative of the NPPF 2012 is pursuing improvements to amenity through the design of the built environment (para 9). Amenity is a consideration of London Plan 2011 policy 2.6 'Outer London: Vision and Strategy' and is implicit in Chapter 7 'London's Living Places and Spaces'. In addition, Barnet Development Management Policies DPD (2012) DM01 as well as the Sustainable Design and Construction SPD provide further requirements and guidance.

#### **Privacy, overlooking and outlook**

The Barnet Residential Design Guidance SPD states there should be a minimum distance of about 21 metres between properties with facing windows to habitable rooms to avoid overlooking, and 10.5 metres to a neighbouring garden. Shorter distances may be acceptable between new build properties where there are material justifications.

#### *Privacy and separation to surrounding sites*

All of the proposed buildings (both within the detailed phase and in the illustrated masterplan) are located over 11m from site boundaries and in the majority of cases more than 21m from neighbouring properties. In certain places the distance separation from balconies drops down to around 18m. However, given that such instances involve relationships across streets rather than back to back relationships, where anticipations of privacy are less, this is considered acceptable and it is considered that the proposal can be considered broadly compliant with policy.

#### *Privacy and separation within the site*

In relation to buildings within the site, all of the proposed apartment buildings have large central amenity areas, resulting in all properties achieving a minimum distance separation of over 19m between windowed elevations, while this is slightly less than the 21m specified in Council policy it is still a reasonable separation distance similar to the levels achieved on other regeneration sites and is considered acceptable in this instance.

#### **Noise and general disturbance**

No significant new or cumulative operational noise impacts are identified for neighbours as a consequence of the proposed development. Whilst there is an increase in the intensity of use of the site, the use is consistent with the residential character of the wider area. The commercial and community uses including the

Community cluster are appropriately located and accord with the redevelopment intent of the Grahame Park SPD.

In considering the potential impact to neighbours, conditions are recommended to ensuring that any plant or machinery associated with the development achieves required noise levels for residential environment. The council's environmental health team have recommended appropriately worded conditions for noise reporting and impact mitigation, extract and ventilation equipment and plant noise. It should be noted that any excessive or unreasonable noise is covered by the Environmental Protection Act 1990.

### Air quality

In respect of air pollution, no significant impacts are identified by the council's environmental Health Team. The applicant has submitted an Air Quality Assessment in support of the application demonstrating that residents will not be exposed to poor air quality. Suitable Conditions are attached regarding ventilation and the submission of details of proposed plant and equipment.

In respect of traffic and parking impacts on air quality, the levels of parking are controlled and the travel plans which will be secured as part of planning obligations will encourage transport by other modes. In respect of the design, the scheme contributed towards overall reductions in CO2 production, having regard to energy and sustainability policies.

### Wind and Microclimate

The applicant has submitted a wind and microclimate assessment with their application. This assessment shows that the proposal would not result in major impact as a result of the development. There are no safety failings due to wind and all pedestrian areas are suitable for all uses including sitting during summer months. While the assessment showed that some points would not be suitable for siting during winter months, this could be addressed by the incorporation of mitigation measures if required.

### Daylight and Sunlight

The application proposals are accompanied by a daylight/sunlight and overshadowing assessment. The Daylight and sunlight assessment assess the impact of both the detailed element of the proposal and also the masterplan outline elements based on the maximum parameters applied for.

In relation to the detailed phase, the main affected properties are Violet Court & 8 & 9 Parklea to the west of the plot along with St Augustine's house to the east. Pixton, Paulham, Partridge and Oxford Court's to the north of the site are unaffected to the orientation of the buildings sideways onto the development site and their position to the north. In relation to the blocks affected. The majority of windows in these blocks would retain VSC compliant levels of daylight (i.e. above 27% VSC). VSC levels drop to a minimum of 18.35% on Violet Court, 11.6% on some bedroom and kitchen windows at 8-9 Parklea and 16.7% on St Augustine.

In relation to Sunlight all of the surrounding properties either achieve or only marginally fail the requirements for 25% APSH (Average Probable Sunlight Hours). In relation to winter targets the majority of surrounding properties either receive or only marginally fail the requirements of 5% APSH, with the exception of St Augustine which achieves a level of 0-3%.

In relation to the outline masterplan elements of the proposal. The following table shows the impact on windows of surrounding properties if the reserved matters phases are built out to the maximum allowable figures allowed for in the applied for outline parameters.

RETAINED VSC SUMMARY							
	No. of Windows	0-5%	5-10%	10-15%	15-20%	20-25%	25%+
Total	665	2 (secondary windows)	2 (secondary windows)	19 (3 are secondary windows)	76	139	427
% of Total	665	<1%	<1%	3%	11%	21%	64%

*Table Showing Retained VSC Levels to Properties Surrounding the Site*

The table illustrates that the vast majority of windows serving surrounding retain very good daylight levels despite the increase in density. It is also noted that in the case of some of the instances of the lower ratings, these are secondary windows and as such should not significant affect daylight levels to these rooms.

In relation to sunlight all of the surrounding either receive or only marginally fail the requirements for both summer and winter daylight.

The BRE guidelines explain that the BRE guidelines are not mandatory and that the guide should not be seen as an instrument of planning policy; its aim to help rather than constrain the designer. Although it gives numerical guidelines, these should be interpreted flexibly since natural lighting is only one of many factors in site layout design. In special circumstance the developer or planning authority may wish to use different target values. For example, in a historic city centre, or in an area with modern high rise buildings, a higher degree of obstruction may be unavoidable if new developments are to match the height and proportions of existing buildings.

This flexibility is reflected in the Mayor's Housing SPD which advises as follows:

*'An appropriate degree of flexibility needs to be applied when using BRE Guidelines to assess the daylight and sunlight impacts of new development on surrounding properties, as well as within new developments themselves. Guidelines should be applied sensitively to higher density development, especially in opportunity areas, town centres, large sites and accessible locations, where BRE advice suggests considering the use of alternative targets. This should take into account local*

*circumstances; the need to optimise housing capacity; and scope for the character and form of an area to change over time.'*

It is considered that these factors apply in the current scheme, with the application involving the regeneration of the Grahame Park Estate, the site's location within the wider Colindale regeneration area and the adopted SPD guidelines for the site. As such on balance taking into account the regeneration benefits of the scheme the placemaking improvements, the provision of new and improved community facilities and the delivery of a significant amount of affordable housing it is considered that the daylight and sunlight impacts to these adjoining properties is acceptable in this instance. It is noted that any planning decision does not affect any future 'right to light' claim through which the owners of affected properties can seek financial compensation from the developer.

### Overshadowing

The submitted daylight/ sunlight and overshadowing report also assess the extent of any overshadowing on surrounding properties. The assessment identified 39 properties as being material for this assessment in relation to Plot A. Of these overshadowing levels are within target levels in relation to a summer equinox assessment. In relation to the march equinox they a third of properties will not achieve the recommended target of 50% of amenity areas received 2 hours of daylight. However, in these properties some of the amenity areas do not currently meet these standards and the rest exactly meet the target meaning any development would be likely to result in a marginal fail. It is not considered that this will be significant particularly as the main use of amenity areas is likely to be in the summer months and overall the scheme is considered acceptable in this regard.

### Internal Residents

The applicant has also carried out an assessment of the likely internal daylight levels within the detailed element of the proposal. This shows that 93% of rooms will receive recommended levels of daylight. Of the rooms that do not the meet the standard this is predominately due to the use of balconies which provide an amenity benefit to the units, and in reality the amount of light to the units will be increased beyond this figure by the use of large floor to ceiling windows. Overall it is concluded that the levels of internal daylight are within acceptable levels.

## **3.6 Transport, highways and parking**

### **TRIP GENERATION & IMPACT**

The development is in relation Stage B of the Grahame Park regeneration project. Stage A delivered 685 new homes, commercial uses, a College building and a new Council Office. Stage B relates to the remaining regeneration area. This application (Plots A, B, C, D, E, F, G, H, J, K, L, P and Q) seeks to deliver up to 2,088 residential units and 5,950 (GEA) sq.m of flexible non-residential floorspace.

The detailed application (Plot A) proposes the demolition of 113 existing homes and the provision of 209 affordable residential dwellings (net increase of 96 dwellings)

and 440sq.m (GEA) of non-residential floorspace (Class A1/A2/A3/B1) alongside public open space, public realm and car/cycle parking spaces. Most matters are reserved for future determination and will be subject to further detailed applications excluding access which is being sought as part of this application. The 209 affordable homes shall comprise of 1 bed (x109), 2 bed (x89), 3 bed (x4), 4 bed (x6), 5 (x1) bed flats.

The outline application (Plots B, C, D, E, F, G, H, J, K, L, P and Q) proposes the demolition of 517 existing homes and the provision of up to 1,878 residential dwellings (net increase of 1,361 dwellings) and 5,510sq.m (GEA) of non-residential floorspace (Class A1/A2/A3/A4/B1/D1/D2), including a community centre, nursery, open space, car/cycle spaces and the stopping up and diversion of Lanacre Avenue and associated works. The indicative accommodation schedule for Stage B (Plots A to Q) shall consist of Studio units (x75), 1 bed (x970), 2 bed (x844), 3 bed (176), 4 bed (x22) and 5 bed (x1).

The following breakdown is what is assumed in relation to the 5,950 (GEA) sq.m of non-residential space for this application:

<b>Use Class</b>	<b>Minimum Floor Space (sq.m)</b>	<b>Maximum Floor Space (sq.m)</b>
A1-A3	600	1,500
A4	0	250
B1	0	1,100
D1/D2	1,200	3,100
<b>Total</b>	<b>1,800</b>	<b>5,950</b>

In terms of vehicular trips, the net trip generation for the residential units, based on trip rates agreed with officers of the London Borough of Barnet, is summarised in the following table:

#### **Residential Vehicle Trip Generation (Weekday)**

	<b>AM Peak Hour</b>			<b>PM Peak Hour</b>		
	<b>Arrivals</b>	<b>Departures</b>	<b>Total</b>	<b>Arrivals</b>	<b>Departures</b>	<b>Total</b>
<b>2,088 Residential Homes</b>	46	88	133	71	88	159

The proposed development will have a net increase in the region of 93 two-way vehicle trips during the weekday AM peak and 111 two-way vehicle trips during the weekday PM peak.

Traffic has been assigned across the highway network based on traffic survey data collected on key routes and junctions in conjunction with 2011 Census data to predict the direction of travel from the Grahame Park development. In addition, capacity assessments of the network have been undertaken using a microsimulation model (PARAMICS) and local junction models.



Additional information has been requested from the applicant in relation to the impact on Grahame Park Way/ Bunns Lane roundabout. An assessment of this information will be reported in the Addendum to the Committee meeting.

## **PUBLIC TRANSPORT**

The majority of the site currently has a Public Transport Accessibility Level (PTAL) of 2 (poor) with the southern section of Quakers Course and the area to the south of Lanacre Avenue having a PTAL rating of 3 (moderate). The north-eastern corner of the site has a PTAL rating of 1b (very poor).

The site is located in proximity to a number of bus stops with up to six bus services including two school services and one night bus. The buses provide direct access to Colindale London Underground Station (LUL) located approximately 915 metres south of the site and Mill Hill Broadway railway station located approximately 1.2km to the north of the site.

The nearest surface rail station to the development site is Mill Hill Broadway which is on the Thameslink line which provides services from Luton and St Albans in the north through central London stations to Dartford, Bromley and Sutton. Occasional services also go direct to Gatwick Airport via East Croydon.

The nearest underground station to the development site is Colindale which is on the Edgware branch of the Northern Line and provides frequent services to and from central London.

The nearest bus stops to the site are located on Quakers Course and Corner Mead. These bus stops are served by six services which are routes 186, 204, 303 and N5 that stop at Quakers Course and routes 632 and 642, which are school only services, that stop at Corner Mead. Route 303 also passes along Corner Mead and a new route 125 has been extended to Colindale with the nearest bus stop to the site located on Aerodrome Road. A summary of the bus service in the vicinity of the site is contained in the table below.

<b>Service</b>	<b>Bus Stop</b>	<b>Route</b>	<b>Daytime Frequency</b>	<b>Weekend Frequency</b>
125	Peel Centre	Towards Station Road	10-12 mins	10-13 mins
186	Quakers Course	St Marks Hospital – Brent Cross Shopping Centre	Every mins 11-13	Every mins 11-20
204	Quakers Course	Sudbury town – Edgware Station	Every mins 8-12	Every mins 10-13
303	Quakers Course & Corner Mead	Edgware Station – Colindale Superstore, Edgware	Every mins 12-15	Every mins 15-20
632	Corner Mead	South Mead – Kilburn Park Station	School Service	-
642	Corner Mead	West Hendon –	School	-

		London Academy	Service	
N5	Quakers Course	Trafalgar Square – Edgware Station	Every 30 mins	Every 30 mins

As part of the Grahame Park Stage B proposals, a new link road will connect Lanacre Avenue to Corner Mead although not until 2027-28. In consultation with TfL, bus routes 303 (to be merged with route 305) and 186 are proposed to be re-routed through the development. This proposal will result in the removal of two bus stops on Quakers Course and the subsequent provision of the two stops within the central part of the development to support growth in the area and ensure the bus services are within acceptable walking distance to the area with higher densities.

The proposed improvements to bus services / provision is anticipated to improve the PTAL to 3 (moderate) within the central part of the development.

The route change proposed for the 303 service has been discussed with Transport for London and the London Borough of Barnet and agreed in principle. The proposed route change for service 303 is expected to save approximately a kilometre as the proposals will remove the existing double back section within the estate by connecting Corner Mead to Lanacre Avenue.

The revised route 303 would allow for new trips on the network as a result of new link between Colindale and surrounding areas (Colindale ASDA, Colindale Station, Grahame Park, Mill Hill Broadway Station and the western end of Edgware town centre). TfL proposes for route 186 to run with the revised route 303 via the new link road and routes 204 and N5 via the future re-aligned Lanacre Avenue.

Route 186 would run via Grahame Park Way, Field Mead and Bristol Avenue, withdrawing the route from Watling Avenue, Montrose Avenue and a section of Lanacre Avenue west of Bristol Avenue. Route 303 would run via Bristol Avenue and would be withdrawn from Grahame Park Way and Corner Mead.

Routes 186 and 303 would run fully through the new link road providing 9 buses per hour during the daytime on Monday through to Saturday. A 5% and 6% additional bus demand during the AM and PM peak hours have been predicted for the Grahame Park Development across all the bus routes serving the site. This level of demand is not expected to have a significant impact on existing bus capacity however it is expected that TfL will review demand with a view to enhancing the frequency if required for capacity.

These changes will be incorporated into the Wider Sustainable Transport Strategy for Colindale to ensure a comprehensive approach to sustainable transport in the area is progressed.

## **PARKING (CAR, CYCLE, DISABLED, VISITORS)**

### Residential Parking

The proposed level of residential car parking provision is summarised below:

- Plot A: 107 spaces (of which 6 are disabled).

- Plots B to Q: 734 spaces (of which 57 are disabled).
- Therefore, Stage B (Plots A to Q) in total is to have 841 spaces for residential use.

A car parking ratio of 0.4 is proposed for the residential element of the development (Plots A to Q). Plot A has a proposed residential parking ratio of 0.51 whilst Plots B to Q has a proposed residential parking ratio of 0.39. The 0.4 overall car parking ratio provided for the residential element (Plots A to Q) complies with the maximum parking standard of 0.5 as set out within the Draft Replacement London Plan.

In line with the Draft Replacement London Plan, 20% of spaces will have active charging facilities with disabled provision at 3% of total dwellings (with ability to go up to 10% as required). Initially one car club space is to be provided for Plot A with a total of 4 across the whole scheme. This level of provision shall be monitored via the Travel Plan with increased provision if warranted.

Furthermore, while Barnet as a borough has a car ownership/availability of 0.71 cars per household, the car ownership/availability per household in the Colindale ward is lower at 0.60 cars per household and is reduced even further for Grahame Park at just 0.55 cars per household.

A parking management strategy for all parking areas will be put in place in order to ensure that there is a comprehensive parking control strategy across the site. A Controlled Parking Zone (CPZ), across the new adopted roads is proposed with residential parking on the adopted highway subject to residential parking permits being issued by LBB.

In relation to parking on non-adopted streets, a private parking permit scheme will be introduced. This adheres to the London Plan guidance in not selling parking spaces to be linked to individual properties. Residents wanting to park off the public highway would be required to apply for and hold a private parking permit. The parking permit management and enforcement will be managed by a parking management plan which will be secured via a planning condition.

Visitor parking will be provided on a long and possibly short stay basis. The long stay visitor parking arrangement would be in line with the existing LBB CPZ management procedures allowing residents within the CPZ to purchase visitor parking permits. To address short-stay parking demand within the area, minimal levels of 30 minute free parking with no return within the hour would be considered subject to the car parking management strategy.

Based on the above and as the parking ratio remains above within the Draft Replacement London Plan requirements across the site, the proposed level of provision is deemed acceptable subject to conditions associated with a car parking management plan, funding for the improved bus provision and the implementation / operation of the CPZ.

The design of the car park layouts and on street spaces on adopted roads have been reviewed and are considered suitable. The location of the on-street visitor

spaces has been clarified and is acceptable, being spread across the development site. A car parking management plan is condition.

### Non-residential parking

The proposed level of non-residential car parking provision is summarised below:

- Plot A: No parking provision.
- Plots B to Q: 9 spaces. The retail / commercial / nursery uses will have no car parking provision whilst 6 car parking spaces will be provided for the Community Centre. 2 doctor and 1 patient transport (ambulance) space is proposed on-street for the Health centre.
- Therefore, Stage B (Plots A to Q) in total is anticipated to have 9 spaces are for non-residential use.

The retail element proposed as part of the flexible land use would be arranged around the site at several locations. Given the dispersed nature of retail proposed and the presence of other retail units nearby, it is expected that all trips associated to the retail units will be linked/pass-by trips from occupants of the proposed development and adjacent properties within walking distance, as such no dedicated parking is proposed with this land use. This would be further reinforced with the implementation of a CPZ.

In line with the Draft Replacement London Plan standards, the commercial land uses are proposed to be car-free. The external trips associated with the commercial land uses are expected to be via public transport. A travel plan shall be in place with measures to encourage sustainable modes of transport to the site. Adequate cycle parking is also proposed to encourage active travel in line with Draft London Plan Standards.

The proposed nursery will principally serve the proposed Grahame Park development. It is likely that the nursery will generate internal trips rather than trip-end or new trips to the existing network, as such no dedicated parking is proposed with the nursery use.

The community centre will support the operation of the proposed development. The majority of associated trips are expected to be generated internally rather than new external trips. Six dedicated parking spaces are to be provided for the community use. It is expected that external trips (likely to be employee trips) to the site will be via public transport with the local amenity protected by the CPZ.

It is proposed that all parking spaces on the primary road (Bristol Avenue) will be subject to shared use residential and business parking restrictions to maximise use of the parking spaces during peak demand for commercial parking (which is outside peak residential parking demand). This will release parking spaces to accommodate demand from the non-residential elements proposed. This will be subject to the parking management strategy.

It is envisaged that a minimal provision of 30 minutes (no return within one hour) free parking is to be considered as part of the parking management strategy / CPZ

in order to cater for the anticipated short stay demand from the flexible non-residential land uses, including drop-offs/pick-ups for the nursery, community centre visitor parking and retail customers.

### Cycle Parking

A total of 3,664 (secured and covered) long stay and 116 short stay (secure stands at street level) cycle parking spaces are proposed across Phases 1 to 3 of the development. Within this provision, the detailed application (Phase 1, Plot A) shall consist of 367 long stay and 18 short stay cycle spaces.

The development proposals therefore conform to the cycle parking requirement of the Draft London Plan and is secured by condition. Cycle parking demand will be measured as part of the Travel Plan monitoring surveys and additional spaces will be provided if needed to meet changing demand.

### **ACCESS**

A new street network will create a more legible place and include the provision of a new primary, secondary roads, tertiary streets and shared-surface residential streets. It is proposed for majority of the streets within the development to be offered for adoption by London Borough of Barnet as the local Highway Authority. This generally includes the primary and secondary routes, while the remaining streets and will remain private.

The primary route / central link road will be designed to accommodate buses with integrated cyclist uses. Parking spaces will be accommodated along the road in a parallel form. There are raised platforms to assist pedestrians to cross alongside a 'Low Speed Environment' where speed will be limited to 20 mph. There is a proposed raised platform at the central junction of the primary road with a tertiary road to help assist pedestrians crossing between the proposed development and Grahame Park.

The secondary road will be designed to maintain a low speed environment with a degree of horizontal traffic calming. The low speed environment will be achieved mainly by reducing the road width, introducing bends and pinch points with build-out pedestrian crossings.

The minor roads, located between the primary and secondary route will be private estate roads. They will be mostly provided on a shared surface basis with some delineated carriageway. There will be different materials used for those roads and a large variety of planting and street furniture to discourage any parking outside of designated spaces. The general approach leading the internal road design was to create active frontages and provide some local meeting points.

The road network surrounding Plot A is proposed to change. Great Field Road is to be converted to a one-way eastbound movement from its junction with Heybourne Crescent, past Saint Augustine's Church to its junction with the access road directly south of Plot A. The southern access road shall form a new priority controlled junction with Heybourne Crescent south of Plot A.

In terms of highways, stopping up and land ownership plans will need to be formalised by the Local Authority and the applicant. The final details of the proposed works to be undertaken to the existing public highways and adopted highways will be secured via a s278 agreement. Whilst the remainder of the estate road network will remain private, they will be constructed, where possible, to adoptable standards.

## **PEDESTRIANS & CYCLISTS**

The existing pedestrian network, with all streets and roads having footways on one or both sides of their carriageway, creates a web of paths that connect the buildings and the central Concourse area, as well as connecting to the external footways, however, it can be confusing.

The proposal will have a positive impact on the footway network within the site area. The proposed new footway network will be a lot easier to navigate and will have a more intuitive layout.

The site will provide easy and well defined north-south routes across the site along the new primary and secondary roads. In addition, the minor / non-adopted roads will provide clear east-west connections across the development site. This will allow for much better pedestrian permeability in all directions.

The proposed cycle strategy follows the principles outlined within the Grahame Park Supplementary Planning Document. The primary road is expected to be used by more experienced cyclists, as the road will be used by buses, whilst the secondary road will be designed to enforce a lower speed limit and will offer an alternative route for less experienced cyclists.

A 3m wide off-road shared pedestrian-cycle way will provide a north-south connection through the green corridor of the development. The off-road shared surface cycle lane is expected to be used mostly as a leisure ride route or for people who are not confident cyclists, or children.

An Active Travel Zone (ATZ) assessment has been undertaken and is a key focus of current TfL transport assessment and Healthy Streets guidance. The ATZ covers a 20-minute cycling catchment around the site and includes an audit of routes (where people are likely to travel actively) to key destinations. The ATZ assessment assesses how people of all abilities can make key journeys within the zone that support car-free lifestyles within the development.

The routes to key destinations have been audited. The improvement proposals have focussed on the route to Mill Hill Broadway Railway station and the district town centre which follows a north/south alignment and is approximately 1.3km long (16 minutes' walk and 4 minutes cycle). A summary of off-site improvements proposed for the walking environment along the pedestrian desire line to Mill Hill Broadway Station and Mill Hill district town centre is summarised in the table below.

<b>Route</b>	<b>Location</b>	<b>Improvement Measure</b>
North Route	Mini Roundabout Junction of Lyndhurst Avenue /	An informal crossing (in line with pedestrian desire

	Bunns Lane	lines) with refuge to allow pedestrians to cross the road in two stages is recommended. Including dropped kerbs and tactile paving.
North Route	Junction of Woodcroft Avenue / Bunns Lane	An informal crossing (in line with pedestrian desire lines) with refuge to allow pedestrians to cross the road in two stages is recommended. Including dropped kerbs and tactile paving.
North Route	North of Lyndhurst Avenue / Bunns Lane Junction	A zebra crossing is recommended to replace the informal crossing]to provide priority crossing for pedestrians.

### **MANAGEMENT PLANS / STRATEGIES**

A CPZ strategy involving review and implementation prior to opening of the development is to be secured by condition.

A Car and Cycle Parking Management Plan (CCPMP) is to be secured by conditioned.

A Parking Management Strategy (PMS) is to be secured by condition.

A Delivery and Service Management Plan (DSMP) and the monitoring and review process for this plan is to be secured by condition.

Waste collection is to be controlled via Refuse and Recycling Collection Strategy which is also conditioned. This will ensure the provision of adequate waste and recycling facilities in accordance with current standards.

A Residential Travel Plan will be introduced to cover all residential units and will include measures aimed at making people aware of the alternatives to car travel and the benefits of sustainable travel choices. The proposal will include travel voucher incentives to new residents to spend according to their preferred alternative to private car-based commuting. The applicant should enter into an agreement with a Car Club operator for the purposes of operating a Car Club facility.

The Framework Workplace Travel Plan will cover non-residential uses across the site. As there are a number of lessees expected to lease the units a Framework Travel Plan will set out the main guidelines and measures for individual Travel Plans, which in turn will be prepared by the larger individual occupiers and will feed into the framework plan. It is envisaged that occupiers of smaller units or areas will

sign up to the Framework by producing Travel Plan Statements as part of their lease agreement.

A Construction Traffic Management Plan is to be secured by condition. This would be used to control and minimise any impact of construction and delivery services. Construction staff parking will be provided within the site and managed with controls to ensure that overspill parking at non-restricted parking areas is avoided.

A Construction Worker Travel Plan (CWTP) is to be conditioned.

A Construction Logistics Plan (CLP) is to be secured by condition.

## **S106**

The applicant shall submit plans showing details of highway works to the Council for approval prior to the commencement of construction works. The final details of the proposed works to be undertaken to the existing public highways and adopted highways will be secured via a s278 agreement. These works include but is not limited to the following

Northern Route (a contribution of up to £50,000 is sought) for:

- vi. Bunns Lane / Lyndhurst Avenue mini roundabout – provision of informal crossing with refuge, in line with pedestrian desire line, including dropped kerbs and tactile paving
- vii. Bunns Lane / Woodcroft Avenue – provision of informal crossing with refuge, in line with pedestrian desire line, including dropped kerbs and tactile paving
- viii. Bunns Lane – replacement of informal crossing with zebra crossing

New and amended roads surrounding Plot A (a contribution of up to £150,000 is sought) for:

- ix. The southern access road shall form a new priority controlled junction with Heybourne Crescent south of Plot A.
- x. Great Field Road is to be converted to a one-way eastbound movement from its junction with Heybourne Crescent, past Saint Augustine's Church to its junction with the access road directly south of Plot A.

Enter into a Highways Agreement with the Council in respect of detailed design / highway works and adoption. This relates to all new roads and the new junction of Heybourne Crescent and site access road (south of Plot A).

### **(n) Pedestrian and Cycling improvements**

S106 funding for the following schemes:

- iii. Northern pedestrian route to Mill Hill Broadway Railway Station and the district town centre; and
- iv. Martlesham Walk pedestrian and cycling route improvement works (525 metre route). A part contribution of up to £150,000 is sought



### **3.7 Waste and Recycling**

Although the NPPF does not contain specific waste policies, it does state that part of the environmental dimension to 'sustainable development' is waste minimisation (para 7). As part of London Plan 2011 Chapter 5 'London's Response to Climate Change' policy 5.17 seeks suitable waste and recycling storage provision in new developments as does the Barnet Core Strategy DPD 2012 policy CS14 which also promotes waste prevention, reuse, recycling, composting and resource efficiency over landfill.

A suitable condition is attached to ensure the provision of adequate waste and recycling facilities in accordance with the above requirements.

### **3.8 Energy, Sustainability, and Resources**

London Plan Policy 5.2 requires development proposals to make the fullest contribution to minimising carbon dioxide emissions in accordance with the following energy hierarchy:

- Be lean: use less energy
- Be clean: supply energy efficiently
- Be green: use renewable energy

London Plan Policy 5.2 'Minimising Carbon Dioxide Emissions' requires all residential developments to achieve zero carbon on new residential developments post 2016. Policy 5.3 of the London Plan goes on to set out the sustainable design and construction measures required in developments. Proposals should achieve the highest standards of sustainable design and construction and demonstrate that sustainable design standards are integral to the proposal, including its construction and operation. The Further Draft London Plan Chapter 5 policies detail specific measures to be considered when designing schemes including decentralised energy generation (Policies 5.5 and 5.6), renewable energy (Policy 5.7), overheating and cooling (Policy 5.9), urban greening (Policy 5.10), flood risk management and sustainable drainage (Policies 5.13 and 5.15).

Local Plan policy DM01 states that all development should demonstrate high levels of environmental awareness and contribute to climate change mitigation and adaptation. Policy DM04 requires all major developments to provide a statement which demonstrate compliance with the Mayors targets for reductions in carbon dioxide emissions, within the framework of the Mayor's energy hierarchy. Proposals are also expected to comply with the guidance set out in the council's Supplementary Planning Documents (SPD) in respect of the requirements of the Code for Sustainable Homes.

An Energy Report has been submitted in support of the application. The energy statement outlines a series of measures which will be incorporated into the proposal to improve sustainability and reduce carbon emissions, including the use of air sourced heat pumps from three energy centres, Photovoltaics and fabric efficiency. Additional heating will be provided by high specification gas boilers. These measures will result in an on-site reduction in CO<sub>2</sub> emissions of 36% beyond 2013 Building Regulations compliant development is expected on the domestic element

of the scheme and 35% on the non-domestic element (this is the case for both detailed and outline elements of the hybrid application). This exceeds the minimum on-site requirement for reductions in CO2 emissions as set out in Policy SI2 of the emerging draft London Plan. The energy strategy also allows for a future connection to a wider districting heating network should this emerge in the future.

In order to achieve zero carbon the developer will need to make a carbon offset contribution to bridge this gap. It is not possible to provide a definitive figure at this stage as that will be dependent on the actual energy saving measures delivered in future reserved matters applications. The GLA have confirmed in their stage 1 response that the energy strategy is considered acceptable subject to the payment of this contribution.

### **3.9 Landscaping, Trees and biodiversity**

The 'sustainable development' imperative of NPPF 2019 includes enhancing the natural environment and improving biodiversity (para 7). London Plan 2016 policy 7.19 states that development proposals, where possible, should make a positive contribution to the protection, enhancement, creation and management of biodiversity. Barnet Local Plan policy DM16 states that when it is considering development proposals the council will seek the retention, enhancement or creation of biodiversity.

#### Landscape and Open Space

As previously mentioned, the application proposes the creation and improvement of several areas of open space, including the proposed improvements to Heybourne Park and new open space to the east of the development site. In addition to this additional planting is proposed along the proposed estate roads along with podium deck gardens for the proposed apartment blocks. Detailed landscaping conditions are included in the list of suggested conditions which will ensure the Council can secure the future quality of these areas.

#### Trees

London Plan policy 7.21 (Trees and woodlands) requires the retention of existing trees of value. Any loss as the result of development should be replaced following the principle of 'right place, right tree'. Wherever appropriate, the planting of additional trees should be included in new developments, particularly large-canopied species.

Draft New London Plan policy G7 (Trees and woodlands) also requires that, wherever possible, existing trees of value are retained. If planning permission is granted that necessitates the removal of trees there should be adequate replacement based on the existing value of the benefits of the trees removed, determined by, for example, 'i-tree' or CAVAT or other appropriate valuation system. The planting of additional trees should generally be included in new developments – particularly large-canopied species which provide a wider range of benefits because of the larger surface area of their canopy.

Policy DM01 of the Adopted Barnet Development Management Policies advises that trees should be safeguarded. When protected trees are to be felled the council will require replanting with suitable size and species of tree where appropriate. High quality landscape design can help to create spaces that provide attractive settings for both new and existing buildings, contributing to the integration of a development into the established character of an area. The council will seek to retain existing wildlife habitats such as trees, shrubs, ponds and hedges wherever possible. Where trees are located on or adjacent to a site the council will require the submission of a tree survey with planning applications indicating the location, species, size and condition of trees. Trees should be retained wherever possible and any removal will need to be justified in the survey. Where removal of trees and other habitat can be justified appropriate replacement should consider both habitat creation and amenity value.

Within Plot A (the detailed portion of the application) the submitted Arboricultural report identifies 38 trees, groups and hedges within the area. Of these only 6 are shown as retained along Great Field where they are growing in the soft landscape verge. The strategy for replacement tree planting is Category A & B trees 2:1 min and C/U 1:1 min. Therefore 48 trees are required to replace those that have been removed.

Across the entire proposal site (detailed and outline elements), 196 trees are proposed to be removed consisting of 91 Category A and B; and 105 C/U. The strategy for replacement tree planting is Category A & B trees 2:1 min and C/U 1:1 min. Therefore 287 trees are required to replace those that have been removed.

While the loss of this number of trees is clearly regrettable, unfortunately it is necessary due to the need to rebuild Grahame Park with a logical street pattern according to modern urban design principals.

Replacement planting is proposed along the proposed roads and in areas of open space, the final details of species and maturity of the proposed planting will be agreed as part of future landscape proposals.

Overall it is considered that the proposed tree removal is considered acceptable in this instance in order to allow for the development of the estate, suitable landscaping and tree protection measures are included as suggested conditions.

### Biodiversity

London Plan policy 7.19 (Biodiversity and access to nature) requires development proposals to: wherever possible make a positive contribution to the protection, enhancement, creation and management of biodiversity. Development proposals should give sites of borough and local importance for nature conservation the level of protection commensurate with their importance. When considering proposals that would affect a site of recognised nature conservation interest, the following hierarchy will apply:

- i. avoid adverse impact to the biodiversity interest; and

ii. minimise impact and seek mitigation and only in exceptional cases where the benefits of the proposal clearly outweigh the biodiversity impacts, seek appropriate compensation.

Barnet policies CS7 (Enhancing and protecting Barnet's open spaces) and DM16 (Biodiversity) seek to protect existing Sites of Importance for Nature Conservation and ensure that development makes the fullest contributions to enhancing biodiversity, both through on-site measures and by contribution to local biodiversity improvements. Proposals are expected to meet the requirements of the London Plan. Table 17.2 of the LBB Development Management Policies document also identifies Heybourne Park as a Site of Local Importance for Nature Conservation in Barnet.

DNLP policy G6 (Biodiversity and access to nature) also requires Sites of Importance for Nature Conservation (SINCs) to be protected. Part C of the policy advises that where harm to a SINC is unavoidable, and where the benefits of the development proposal clearly outweigh the impacts on biodiversity, the following mitigation hierarchy should be applied to minimise development impacts:

- 1) avoid damaging the significant ecological features of the site
- 2) 2) minimise the overall spatial impact and mitigate it by improving the quality or management of the rest of the site
- 3) 3) deliver off-site compensation based on the principle of biodiversity net gain.

Part D also advises that development proposals should aim to secure net biodiversity gain and be addressed from the start of the development process. Proposals which reduce deficiencies in access to nature should be considered positively.

As mentioned above Heybourne Park is a Local Wildlife Site (Site of Importance for Nature Conservation (SINC)). ADAS ecology services undertook a number of ecological surveys in 2015 and 2016 to inform the proposals for the previous planning application which did not include Heybourne Park, as at that stage it did not lie within the application boundary.

Surveys included a Preliminary Ecological Appraisal (PEA), bat building emergence and re-entry surveys, bat activity transects, tree climbing inspections for bat roosts and great crested newt surveys. These surveys determined the site to have low potential to support protected species. The main ecological constraints identified on site were four areas of trees which were recommended to be inspected prior to felling, in the event that bats could roost within them before construction begins, and nesting birds, evidence of which had been recorded across the site.

ADAS undertook a further site visit on 6th September 2018 to establish whether conditions on site had changed from those previously identified, warranting further survey or assessment. This included re-surveying the pond in Heybourne Park to assess the potential suitability for Great Crested Newts. There were no signs of protected species found during the updated 2018 survey, with the exception of

breeding birds for which two nests in trees and nesting evidence on buildings were recorded.

Based on the results of the 2018 ecological walkover survey, no additional updated surveys are required as conditions on site have not significantly altered. The site is still considered to be suitable for supporting common breeding bird species, low numbers of foraging and commuting bat species, and low numbers of roosting bats in four of the trees on site. The recommendations provided in the biodiversity report for the previous scheme are still applicable to the proposed redevelopment of the site.

Heybourne Park was not included within the planning application site boundary for the refused scheme therefore the applicant commissioned the same ecologists to undertake a PEA of the park itself, the survey of which took place in September 2019.

The field survey identified features of interest as detailed in the citation of Heybourne Park a Tier 3 SINIC including the pond, swamp and trees and species that included breeding wetland birds and the potential for frogs and newts (not great crested newts). The site held potential for nesting birds, invertebrate species and a habitat for foraging and sheltering hedgehogs.

The PEA concluded that due to the location of the proposed development, the features of interest associated with Heybourne Park are unlikely to be impacted. Details of suggested mitigation and enhancement measures were set out in the report.

The application supporting documents advise that a number of biodiversity enhancement measures will be carried out as part of the development including the introduction of bird/bat boxes, proposed tree, shrub and groundcover planting and insect hotel. Details of these matters are condition and will if implemented result in biodiversity net gain across the application site. It is therefore considered that the proposal accords with London Plan and Banet Adopted Policy.

#### Flood risk, Water Resources, Drainage and SUDs

In support these considerations Flood Risk is considered within the submitted Environmental Statement

In respect of flood risk, the site is within Flood Zone 1 which is classified as being of low risk of flooding. The proposed development is acceptable in this zone and there is no requirement for exception and sequential testing of the acceptability of the scheme.

In line with policy requirements the surface water drainage scheme the proposed development proposes to restrict surface water discharge rates to greenfield rates to cater for a 100 year flooding event plus 40% for climate change. This is achieved through a variety of methods including the use of permeable paving, rainwater harvesting and use on podium gardens along with underground attenuation tanks. Capita Drainage as LLFA have asked the applicant to explore the potential for

discharging to the existing balancing pond in Heybourne Park. Due to timescales it is not possible to produce a technical evaluation regarding whether this is possible and as such further exploratory work of this option will be secured by condition.

Foul water drainage has also been considered as part of this strategy. Thames Water have advised that more information is required regarding the capacity of existing infrastructure can accommodate any increase in peak foul water discharge rates or whether any reinforcement of the foul sewer network is required.

The Environment Agency, Thames Water and Capita Drainage (Lead Local Flood Authority) have been consulted on the application. No in principle objection has been raised, however both Thames Water and Capita Drainage have requested the imposition of Grampian Style Conditions which are included in the list of suggested conditions.

### **3.10 Other matters**

#### Utilities

In support of the application a Utilities report has been submitted in support of the application. The utility report advises that existing below ground utilities will be removed on demolition and site clearance with new infrastructure being installed during the construction of the new blocks.

It is concluded that the proposed redevelopment scheme can be delivered without any abnormal utility constraints. Furthermore, given the inclusion of renewable energies and rainwater harvesting within the proposed redevelopment scheme, there are not expected to be any future capacity restrictions or abnormal reinforcement requirements.

In relation to gas infrastructure Cadent have advised that there are gas pipelines in the vicinity of the site and that the developer should contact them prior to development affecting any such pipes but do not raise any objections. In regards to sewer infrastructure, Thames Water have requested a Grampian style condition is imposed requiring the drainage strategy to be agreed which is included in the list of suggested conditions.

#### Ground conditions and Contamination

In regards to potential contamination, the submitted Environmental Statement recommends that a site investigation is carried out which has been secured by condition. Subject to the attachment of this condition scientific services raise no objections to the proposal.

#### Impact upon Services

The application includes an obligation to either re provide or make a contribution towards a new enlarged health facility serving the wider Colindale Area. In relation to schools, the new Orion School has recently been constructed to the north of the site. The St James's secondary school site (which also includes the relocated St Dominic school) to the east has also recently been expanded. A new Saracens

secondary school is also under construction, to the north of St James's school. A new Saracens Primary school is also proposed to be constructed as part of the Colindale Gardens development to the south.

### **3.11 Viability, Planning Obligations & CIL**

#### *S106 obligations & viability*

Policy CS15 of the Barnet Local Plan states that where appropriate the Council will use planning obligations to support the delivery of infrastructure, facilities and services to meet the needs generated by development and mitigate the impact of development.

The full list of planning obligations is set out in the heads of terms to this report.

In summary the scheme includes **50%** affordable housing by habitable room which will be secured by legal agreement, along with other contributions such as the provision of the new Community Cluster, provision or contribution towards new Colindale Health Centre, the remodelled Heybourne Park improvements, carbon offset payments along with the requirements to address the transport impacts of the proposal in the form of securing the highway and public transport improvements.

#### Barnet Community Infrastructure Levy

The Community Infrastructure Levy (CIL) potentially applies to all 'chargeable development'. This is defined as development of one or more additional units or development seeking an increase to existing floor space greater than 100 square metres.

Barnet Council is a charging authority for the purposes of Part 11 of the Planning Act 2008 and may therefore charge a Community Infrastructure Levy in respect of development in The London Borough of Barnet. Barnet Council adopted a CIL charge on 1st May 2013. This set a rate of £135 per square metre on residential and retail development within the borough. All other uses and undercroft car parking areas are exempt from this charge.

The calculation of the Barnet CIL payment is based on the floor areas of the residential elements of the development (except for any potential undercroft car parking areas).

#### Mayoral Community Infrastructure Levy

The Community Infrastructure Levy (CIL) potentially applies to all 'chargeable development'. This is defined as development of one or more additional units or development seeking an increase to existing floor space greater than 100 square metres.

The Mayor of London is a charging authority for the purposes of Part 11 of the Planning Act 2008 and may therefore charge a Community Infrastructure Levy in respect of development in Greater London. The Mayor of London adopted a CIL charge on 1<sup>st</sup> April 2012. This set a rate of £35 per square metre on all forms of

development in Barnet, except that which is for education and health purposes (which are exempt from this charge).

The calculation of the Mayoral CIL payment is carried out on the basis of the floor areas of the residential and other elements of the development (except for potential education and health uses).

#### **4. EQUALITY AND DIVERSITY ISSUES**

Section 149 of the Equality Act 2010, which came into force on 5th April 2011, imposes important duties on public authorities in the exercise of their functions, including a duty to have regard to the need to:

- “(a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;*
- (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;*
- (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.”*

For the purposes of this obligation the term “protected characteristic” includes:

- age;
- disability;
- gender reassignment;
- pregnancy and maternity;
- race;
- religion or belief;
- sex; and
- sexual orientation.

Officers have in considering this application and preparing this report had regard to the requirements of this section and have concluded that a decision to grant planning permission for this proposed development will comply with the Council’s statutory duty under this important legislation. The applicant has also submitted a detailed Equalities Impact Assessment post submission of the planning application, the content of which have been assessed in reaching this conclusion.

The site is accessible by various modes of transport, including by foot, bicycle, public transport and private car, thus providing a range of transport choices for all users of the site.

A minimum of 10% of units will be wheelchair adaptable.

The development includes level, step-free pedestrian approaches to the main entrances to the building to ensure that all occupiers and visitors of the development can move freely in and around the public and private communal spaces.

Dedicated parking spaces for people with a disability will be provided in locations convenient to the entrances to the parking area.



The proposals are considered to be in accordance with national, regional and local policy by establishing an inclusive design, providing an environment which is accessible to all.

## **7. CONCLUSION**

In conclusion, the scheme is considered acceptable on balance having regard to relevant national, regional and local planning policies and guidance. The principle of the redevelopment of the Grahame Park Estate is considered acceptable and accords with national, regional and local plan policy guidance.

The proposal adequately addresses the previous GLA directed reasons for refusal providing like for like replacement social housing, along with 50% affordable housing in total. The application has also agreed a contribution towards bus services addressing this reason for refusal.

An ES has been submitted which robustly assesses the proposed development against a full range of topics and identifies appropriate mitigation such that there are no significant adverse impacts posed by the scheme.

The proposed detailed design is considered to be high quality with appropriate levels of amenity space, public open space and residential standards achieved for future occupiers reflecting a development of this intensity and balanced with the need to optimize the use of the site. The proposal would also provide purpose built Community buildings along with improvements to Heybourne Park.

The amenities of neighbouring residential occupiers are not considered to be unduly impacted by the proposals.

The potential transport impacts of the scheme have been considered and appropriate mitigation proposed in the form of the amendments to the bus network, provision of a detailed travel plan as well as improvements to access and connectivity as part of the proposal.

The scheme deals with its waste and recycling requirements and in terms of energy and sustainability, a range of measures are proposed including a carbon offset payment to achieve mayoral standards for a reduction in CO2 emissions.

A suitable approach is taken to landscaping and biodiversity with retention of trees where possible as well as enhancement of the biodiversity values within the site with appropriate treatments and species and mitigation.

The scheme has also considered utilities provision and contamination and appropriately worded conditions are recommended. The scheme is considered to be appropriate and acceptable having regard to the full range of considerations in this report including the stated policies and guidance.

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the Council to determine any application in accordance with the statutory development plan unless material considerations indicate otherwise. All relevant policies contained within the development plan, as well as other relevant guidance and material considerations, have been carefully considered and taken into account by the Local Planning Authority. It is concluded that the proposed development generally and taken overall accords with the relevant development plan policies. It is therefore considered that there are material planning considerations which justify the grant of planning permission. Accordingly, subject to referral to the Mayor of London and subject to the satisfactory completion of the Section 106 Agreement, **APPROVAL** is recommended subject to conditions as set out above.

**SITE LOCATION PLAN: Grahame Park, London NW9**

**REFERENCE: 19/5493/OUT**

