

**LOCATION:** Granville Road Estate, Granville Road, Childs Hill, London NW2 2LD

**REFERENCE:** F/04474/14 Received: 10/09/2014

Accepted: 10/09/2014

**WARD:** Childs Hill Expiry: 10/12/2014

**APPLICANT:** New Granville LLP

**PROPOSAL:** Demolition of Beech Court, existing garages and other ancillary buildings and the erection of new buildings (including an extension to Nant Court) between two and six storeys in height (with additional basement levels in places) to provide 132 new dwellings in total (all use class C3), comprising 74 flats and 58 houses, together with associated reconfiguration of the site access arrangements and alterations to parking, landscaping, refuse, recycling and other storage facilities and the provision of new play and communal amenity space.

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#### **APPLICATION SUMMARY:**

The application involves the redevelopment of land within the Granville Road Estate in Childs Hill. The proposals will deliver physical enhancements to the environment of the estate bringing about improvements to the quality of life for existing residents and the wider community through the provision of new streets and spaces which are overlooked by new and existing properties and provide for a range of facilities and uses. The development will broaden the range of housing types and tenures within the estate including shared ownership housing, private housing and family houses contributing towards a balanced, mixed and inclusive community.

The estate currently comprises:

- three 15 storey residential tower blocks, comprising 60 apartments each (recently improved)
- Beech Court – a 3 storey brick built block comprising 21 apartments)
- Nant Court – a 3 and 5 storey block comprising 41 flats; and
- Mountfield Court – a 5 storey block containing 15 apartments.

The application proposes the demolition of Beech Court and various garage blocks and other ancillary buildings including pram sheds and pump rooms within the estate and the construction of 132 new dwellings comprising 74 flats and 58 houses.

With the retained existing buildings on the estate (omitting Beech Court) and the new buildings proposed there will be a combined total of 368 dwellings on the estate. This represents a net increase of 111 units when the demolition of Beech Court is taken into account.

The scheme comprises the following:

- There will be 10 residential terraces comprising 58 new houses (Use Class C3) varying between 2 and 3 storey, each with their own private rear garden and front yard which incorporates a bin store and a separate cycle store.
- The 74 new self-contained flats will be located within 3 separate blocks (Use Class C3), each with their own private balcony, terrace or winter garden. Communal bin and cycle stores will be located within the courtyards of the blocks.
- 30 new pramsheds are proposed across the site, additional to the retention of the existing pramsheds at Mountfield. These will replace existing pramsheds at Nant Court and the three towers and will provide 8 sheds for each tower block and 6 for Nant Court.

### **Urban Design and Layout**

The layout of the proposed development is based on a sound urban design principles and an analysis of the surrounding area. The scheme seeks to re-introduce a street based development pattern through the estate working with the existing tower blocks and lower rise blocks. The scheme introduces houses arranged in traditional terraces which respond to the character of surrounding streets in the area and to a recognised need in Barnet. New houses and buildings are arranged to address the street to provide surveillance and security and to create a legible environment. The scheme is in compliance with policies in the Local Plan and London Plan which encourage high quality, accessible, legible environments that are responsive to local characteristics.

The proposals will reconnect the estate with its surroundings via alterations to Granville Road, Llanelly Road and Mortimer Close resulting in a series of linked, mixed tenure streets providing a defined and attractive public realm. However careful consideration has been given to ensure that the scheme does not provide a vehicular through route from Granville Road to Cricklewood Lane to avoid the opportunity for rat running.

The new development will provide for a high quality architectural design approach which is considered to relate acceptably to neighbouring properties and is in keeping with the character of the area; does not cause any unacceptable harm to the amenities of the occupiers of existing neighbouring properties; and would provide its future occupiers with a good standard of accommodation. This is considered to accord with planning policies that seek to optimise the use of underutilised and vacant land. All new houses are provided with rear private gardens that meet the Council's minimum standards, with some supplemented by terraces on upper levels where required. The proposed flats each benefit from a balcony that also meets the applicable minimum standards. The proposed layout satisfies all privacy distances set out within the Council's Supplementary Planning Guidance.

### **Open Space, Amenity Space and Public Realm**

The scheme has been directly informed by the proposed open space strategy, recognising the existing open nature of the estate and the need to provide adequate

levels of playspace, amenity space and public open space in the new development for both the existing properties on the estate and the new units.

The proposed open space strategy for the site is as follows:

- To provide high quality formal and informal equipped playspace on site accessible to all residents;
- To provide new high quality communal areas serving the existing and proposed flat blocks for the benefit of existing and new residents;
- To provide high quality informal open space to other public areas across the site that incorporate planting and imaginative play for residents;
- To provide all new houses and flats with suitable levels of private amenity space, meeting policy standards;
- To enhance existing public open space in the local area, particularly Childs Hill Park;

Dedicated landscaped communal amenity space will be provided for each of the existing blocks of flats on the estate to provide semi-private open space which is currently lacking from the site for existing residents.

All new houses are provided with rear private gardens that meet the Council's minimum standards, with some supplemented by terraces where required. Proposed flats each benefit from a balcony that also meets the applicable minimum standards. The proposed layout satisfies all privacy distances set out within the Council's Supplementary Planning Guidance.

Balcony provision is supplemented by further amenity space, allocated to each existing and proposed flat block to provide semi-private open space which is currently lacking from the site for existing residents. This together with additional central open space at the site, including an area identified during the public consultation events as particularly valued by existing residents, provides amenity space across the site that satisfies the Council's standards.

All new spaces will benefit from high quality informal and natural play elements, new native planting, a clear a management regime and natural surveillance to ensure that they are useable and offer an enhancement over the current provision. The existing area of designated open space within the estate as identified on the Council's Open Space and Parks Directory will be improved and increased in size from 255m<sup>2</sup> to 378m<sup>2</sup>.

The site also benefits from good accessibility to existing local open space in the form of Childs Hill Park and Basing Hill Park Open Space as well as Golders Hill Park in the wider area.

This strategy ensures sufficient play provision on site for existing and proposed residents alike, serving the under 12's age group following the London Plan 10m<sup>2</sup> play provision per child approach. The development is not required to directly provide on site facilities for the over 12's group as this is already provided at Childs Hill Park

and other nearby open spaces. The scheme will however provide a financial contribution of £210,000 as part of the s106 legal agreement to enable the Council to make improvements to the existing facilities in Childs Hill Park.

Throughout the development, proposed roads and routes will be defined and treated using high quality hard and soft landscaping, including the use of street trees as part of a comprehensive and co-ordinated landscaping strategy across the site.

In summary the development will deliver a programme of enhancements in the quality and function of existing retained open space alongside the delivery of new high quality open space to the standards prescribed in the development plan. This will enhance the quality of the existing provision and thus provide justification for a loss in overall area of open space arising from the development and ensure compliance with the development plan.

### **Affordable Housing**

The scheme proposes a total of 46 affordable housing units on site. This equates to approximately 35% of the total new dwellings proposed. The affordable housing units would all be provided as Intermediate (Shared Ownership) units comprising the following mix:

- 17 x one bedroom two person flats,
- 5 x two bedroom three person flats,
- 14 x two bedroom four person flats,
- 2 x two bedroom four person houses,
- 2 x three bedroom four person houses,
- 6 x three bedroom five person houses.

One Housing Group are the Registered Provider that will manage the new affordable housing in the development. Barnet Homes will continue to manage the current affordable housing within the existing tower blocks and lower rise buildings.

The development of the site would result in the loss of 16 existing 1 bed social rented affordable housing units through the demolition of Beech Court. These existing properties are in poor condition. The demolition of Beech Court will enable improvements to the quality and character of the physical environment of that part of the estate. The development will deliver a net increase in affordable housing of 23% when the 16 Beech Court units are taken into account.

The existing estate comprises 178 (69%) social rented units and 79 (31%) private leasehold units. The proposed development will assist in creating a more mixed and balanced approach to housing tenure and reduce the predominance of rented affordable housing in the locality. When taken with the existing housing on the estate, upon completion the proposed development would deliver a revised tenure split of 44% social rented, 13% shared ownership and 43% private housing. The total amount of affordable housing within the estate will be approximately 57%. This will still represent a majority of affordable housing tenures in the estate and it delivers a

more even split of tenure across the site and therefore a more mixed community.

It is considered that the proposed level of affordable housing strikes an appropriate balance to meet policy objectives including the need to introduce significant enhancements to the environment of the estate and a desire to introduce a wider range of tenures, by following an approach consistent with the London Plan and aims for the estate identified in the Core Strategy, resulting in a mixed and balanced community.

### **Transport and Parking**

All vehicular access to and from the site would be from existing improved access roads at Granville Road, Nant Road, Llanelly Road and Mortimer Close.

The scheme has been designed to provide appropriate and safe access for all users. A Transport Assessment has been submitted with the application and the Council's Highways Officers are satisfied that the development would not be expected to result in any significant adverse impacts to the local road network (including when the transport impacts of other committed developments in the surrounding area are taken into account).

Basement car parking is to be provided to two of the proposed blocks of flats. Surface car parking courts will provide the majority of the car parking for the terraced houses. In total there will be 134 parking spaces for the proposed 132 new units equating to a ratio of just over 1:1. A total of 196 car parking spaces will be provided for the 236 retained existing properties representing a ratio of 0.83:1. The scheme proposes 330 spaces in total. All of the spaces will be properly marked out and will be managed and controlled by One Housing Group. This will prevent commuter parking within the estate and will provide a slight increase in car parking capacity compared to existing conditions.

The development will provide a total of 188 covered and secure cycle spaces for residents and 18 cycle stands totalling 36 cycle spaces for visitors.

The scheme provides an appropriate level of car parking on site for the number and type of dwellings proposed and which reflects the accessible location of the site being in an area with a Public Transport Accessibility Level of 3.

The application will deliver a package of transport improvements including the improvements to vehicle access and the pedestrian environment. A Travel Plan is also required for the development.

### **Sustainability, Energy and Flood Risk**

The proposed redevelopment would make efficient use of brownfield land, would improve and promote public transport accessibility and create a mixed and balanced community. The development has also been designed to minimise its impact on the environment and with an emphasis on using less energy.

All residential units are designed to achieve Level 4 Code for Sustainable Homes (CfSH) certification. The development will deliver at least a 40% reduction in CO2 emissions above Building Regulations (2010), and include the provision of on-site renewable energy through the installation of 180 photovoltaic solar panels on the roofs of the proposed flat blocks and further provision to each house.

A Flood Risk Assessment and Drainage Strategy have been submitted with the application detailing how the development will deal with surface water runoff and drainage to ensure that post development, greenfield run-off rates at the site are achieved and bettered. This is to be achieved through a combination of SUDS techniques and will result in a net enhancement at the site in terms of run-off rates. Thames Water and the Environment Agency have been consulted and have no objections to the application subject to the conditions recommended.

A detailed CfSH pre-assessment accompanies the application, together with a Sustainability Assessment and Energy Strategy report, detailing the many sustainable credentials that the scheme offers.

### **Trees and Biodiversity**

There will be approximately 96 trees removed from the site these will be mostly sub-standard trees or trees that need to be removed to enable the development to take place. None of the trees to be removed are covered by a Tree Preservation Order. It is intended to replace these with up to 200 native species trees of various sizes (including whips, standards, extra heavy standards and semi mature trees).

Use of green roofs, tree planting and other ecological enhancements are promoted to improve biodiversity.

The landscaping proposed for the site is considered to include an adequate balance of hard and soft surfaces (including new areas of lawn and shrub planting), provides an appropriate setting for the buildings proposed and includes the planting of 200 new trees. It is considered that the replacement planting proposed provides adequate mitigation for this. No trees outside the application site are proposed for removal as part of the works.

A number of conditions and planning obligations have been recommended to ensure that the development achieves a suitable quality of residential environment, does not cause any unacceptable harm to the amenities of neighbouring occupiers, achieves the benefits that the submission advances in support of the scheme and mitigates any potential adverse impacts from the proposal.

### **Community Infrastructure Levy**

The proposed development is estimated to be liable for a payment of £1,291,410 under the Barnet CIL based on the floorspaces proposed as part of the application.

The proposed development is also estimated to be liable for charge of £390,320 under the Mayoral CIL.

## **Conclusion**

The application is found to propose a positive development that would comply with the relevant policies in the development plan and provide high quality new residential accommodation, whilst significantly improving the quality of the environment and public realm on Granville Road Estate. The scheme seeks to provide a 'best fit' design solution for the site which remains deliverable and viable whilst working around retained buildings, reflects local character and has regard to opportunities and constraints that exist at this location; whilst contributing towards meeting housing need, providing a mixed community and vibrant residential environment. The proposed redevelopment is consistent with the sustainability principles advocated by the National Planning Policy Framework.

The proposal is considered to be acceptable and is recommended for approval subject to conditions, following the completion of a Section 106 Agreement in accordance with the heads of terms attached to this report.

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## RECOMMENDATION

### Approve the application subject to:

#### Recommendation 1

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:

- (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 – On Site**  
The provision within the development of a minimum of 35% (by unit number) Intermediate Shared Ownership housing units, providing a minimum of 46 residential units, comprising:
  - 2 x two bedroom four person houses (wheelchair accessible)
  - 2 x three bedroom four person houses (wheelchair accessible)
  - 6 x three bedroom five person houses
  - 15 x one bedroom two person apartments
  - 2 x One bedroom two person apartments (wheelchair accessible)
  - 4 x two bedroom three person apartments (wheelchair accessible)
  - 1 x two bedroom three person apartments
  - 14 x two bedroom four person apartments
- (d) **Affordable Housing – Review Mechanism**  
Upon occupation of 80% of the private market housing units, the viability of the development shall be re-appraised and, if deemed viable to do so, a financial contribution shall be paid towards the provision of affordable housing in the Borough, limited to a maximum of the equivalent value of 5% of the total units proposed.
- (e) **CPZ Contribution**  
Payment of a £75,000 financial contribution to fund: a review of, and potentially altering, the existing CPZ in the vicinity of the development; the implementation of a suitable CPZ on roads currently not within the existing CPZ areas; and amendments to the existing Traffic Management Order to prevent future occupiers of the dwellings within the proposed development from applying for more than one parking permit for the Granville Road Controlled Parking Zone.
- (f) **Travel Plan**



The applicant shall enter into a Strategic Level Residential Travel Plan for the residential uses on the site that seeks to reduce reliance on the use of the private car. The Travel Plan shall include the following obligations to facilitate modal shift in the choice of transport mode available to occupiers of the residential units:

- Provision of a Travel Incentive Fund of £300 per unit (**£39,600** total cost to the applicant) to be provided to the first occupier of each residential unit within the development to provide two of the three incentives set out below:
  - (a) £150 towards Oyster card credit;
  - (b) £150 towards lifetime Car Club membership and associated Car Club usage;
  - (c) £150 voucher for purchasing a bicycle.
- In line with the incentives above, the provision of a car club and the allocation of two car parking spaces at different locations within the site are to be provided and retained for use by the car club.

(g) **Travel Plan Monitoring contribution**

Payment of a financial contribution of £15,000 to the Council towards its costs in promoting more sustainable modes of transport and monitoring the travel plan that has been submitted for the development.

(h) **Environment and Public Realm Improvements**

Payment of a financial contribution of £200,000 to fund pedestrian environment and public realm improvements identified within the submitted PERS Audit in the vicinity of the site including upgrades to crossing facilities.

(i) **Childs Hill Park Improvements**

Payment of a financial contribution of £210,000.00 to fund improvements to Childs Hill Park and its facilities.

(j) **Employment and Training**

The delivery of not less than five (5) apprenticeships connected with the construction and operational phases of the development for residents of Barnet. Of the 5 apprenticeships, two must be at not less than a Level 2 or 3 (as defined in the National Apprenticeship Service Framework or any subsequent scheme which replaces this) and one must be at not less than a Level 4 (as defined in the National Apprenticeship Service Framework any subsequent scheme which replaces this) or an appropriate equivalent graduate scheme.

(k) **Monitoring of the Section 106 Agreement**

Payment of a financial contribution of £1,530 index linked towards the monitoring and management of the S106 planning obligations.

**Recommendation 2:**

That upon completion of the agreement specified in Recommendation 1, the Assistant Director of Development Management and Building Control approve the planning application reference F/04474/14 under delegated powers and grant planning

permission subject to the conditions and informatives set out in **Appendix 1** and any changes to the wording of the conditions considered necessary by the Assistant Director for Development Management and Building Control.

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## **BACKGROUND TO THE GRANVILLE ROAD ESTATE PROPOSALS**

The Granville Road estate contains the last multi-storey housing blocks owned by Barnet Council. In early 2007 the tower blocks were identified for improvement works to bring them up to the Government's Decent Homes Standards. However, the tower blocks were outside of any regeneration area whereby grants could be obtained to carry out the improvement works.

In October 2007, the Cabinet Resources Committee approved regeneration and improvement works to the Granville Road Estate. This was initially to be implemented through the upgrading of the existing tower blocks by over-cladding the building's exterior to improve their thermal performance and appearance. In addition each property was to be provided with new and improved internal fittings giving the residents an overall improvement in their living accommodation and environment.

Notwithstanding the above, in 2008 the sheltered housing scheme within the former Garth House and Garth Hall community centre was damaged by fire and was demolished in 2009, leaving a vacant site to the south west of the estate.

The Cabinet Resources Committee subsequently approved a Planning Brief for the Granville Road Estate on the 23 January 2008. The brief included the retention of the three taller tower blocks for major refurbishment and improvement which would be funded by unlocking development potential on the Estate. The brief was to review the existing estate with a view to funding the refurbishments to the existing high rise housing blocks from the development of areas of underutilised land and buildings within the estate.

The planning brief for the site outlines the objectives of the scheme of regeneration for the area which was a twofold approach, covering two distinct areas of works:

1. The first objective was the external and internal improvements to the three tower blocks; these works were completed in May 2012.
2. The second objective was to achieve the finances to undertake the improvement works on the estate, with a view to delivering the underlying objectives for the estate which included:
  - to create a cohesive sense of place;
  - promote the supply of market and affordable housing;
  - achieve an integrated balanced community;
  - deliver high quality design, employing sustainable construction techniques;
  - bring improvements to public amenity space;

- enhance the local economy;
- reinforce local identity; and
- meet local demand for housing.

The original Planning Brief was therefore drawn up with this framework in mind and in light of Central Government Planning Policy at that time.

Following the preparation and adoption of the Planning Brief, the Cabinet Resources Committee on 23 April 2009, approved an initial allocation of £1 million of Growth Area Funding to assist the financial business case for the refurbishment of the three tower blocks and the wider regeneration of the Granville Road Estate. This was put to the London Development Agency with a view to seeking additional funding.

Subsequent to this the Council was offered funding for Granville Road Estate and on 30 July 2009 the Cabinet Resources Committee approved the formal acceptance of an award of funding of £7,011,000 from the London Development Agency, which was allocated from the London Mayor's Targeted Funding Stream. This funding was to contribute towards improving the 179 homes within the three tower blocks on the estate. It should be noted that the funding from Central Government did leave a shortfall in the overall restoration costs of the tower blocks.

In addition to the funding for the refurbishment of the existing properties on the estate, the Council were to undertake a parallel process for the wider estate regeneration and related procurement process. It was therefore determined to progress the Council's original aspirations for the estate and to continue with the wider scheme of development and estate improvement.

The Council ran a competitive dialogue process to select a development partner for the Granville Road Estate regeneration. Parties entering the competition and tender process were required to submit comprehensive bid submissions which were subject to high levels of scrutiny. On 7 November 2012, following this process, the Council appointed Mulalley/One Housing Consortium as the preferred development partner to take forward proposals for the Granville Road New Housing Development Scheme. In progressing through the bid process, Mulalley, One Housing Group and Sherrygreen Homes (who together now form New Granville LLP) were required to demonstrate a clear understanding of the site context and the regeneration outcomes to be secured.

The current planning application is the culmination of the above sequence of decisions and processes by the Council as well as a significant and comprehensive assessment of the existing estate layout and design.

## **1. MATERIAL CONSIDERATIONS**

### **1.1 Key Relevant Planning Policy**

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 contained within the Barnet Local Plan. These statutory development plans are the main policy basis for the consideration of this planning application.

Barnet's Local Plan is made up of a suite of documents, including the Core Strategy and Development Management Policies development plan documents. The Core Strategy and Development Management Policies documents were both adopted by the Council in September 2012.

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.

Since the adoption of the London Plan in 2011 the Mayor has adopted (in October 2013) 'Revised Early Minor Alterations' to this document. These make a number of changes to policies and other text in the 2011 London Plan. A key objective of these changes is to ensure that the London Plan is consistent with the National Planning Policy Framework. They also seek to update the position on affordable housing (to reflect changes to national policy) and make changes to cycle parking standards. The changes to London Plan as adopted under the 'Revised Early Minor Alterations' have been used as the basis for the assessment of this application.

#### The London Plan and Barnet Local Plan

**Appendix 2** examines in some detail the policies in the London Plan and the development plan documents of the Barnet Local Plan of most relevance to this planning application. It also appraises the proposal against these policies. The development plan documents contain a very large number of policies which are to a limited degree relevant and the analysis in Appendix 2 focuses on those which are considered to be particularly relevant to the determination of this application.

In order to present the analysis of the policies in a readily readable form it is set out in a table format. The tables list the policies, describe them and then provide a brief commentary to assess how the proposed development conforms to the requirements of the specific policies. Where appropriate, some policies are combined in order to avoid unnecessary repetition or disjointed discussion.

Officers have considered the development proposals very carefully against the relevant policy criteria and, as Appendix 2 shows, have concluded that that the development will fulfil them to a satisfactory level, subject to the conditions and planning obligations recommended. The proposed development is therefore considered to comply with the requirements of the development plan.

## Supplementary Planning Guidance and Documents

A number of local and strategic supplementary planning guidance (SPG) and supplementary planning documents (SPD) are material to the determination of the application. **Appendix 2** sets out the SPD's and SPG's which are most relevant to the consideration of this proposal.

## Other Material Considerations

### Granville Road Estate Planning Brief

In 2008, the Local Planning Authority adopted a Planning Brief for Granville Road Estate. The Cabinet reports for which were subject to public consultation. The brief introduced the concept of additional development within the estate, including the then standing and occupied Garth House and Garth Hall site. Eight possible development sites are identified within the Brief, which sets out broad development management parameters against which a detailed scheme could be determined.

It should be noted that the planning brief pre-dates the London Plan and the current Local Plan documents.

## National Planning Guidance

National planning policies are set out in the National Planning Policy Framework (NPPF). This 65 page document was published in March 2012 and it replaces 44 documents, including Planning Policy Guidance Notes, Planning Policy Statements and a range of other national planning guidance. The NPPF is a key part of reforms to make the planning system less complex and more accessible.

The NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development. The document includes a 'presumption in favour of sustainable development'. This is taken to mean approving applications, such as this proposal, which are considered to accord with the development plan.

## The Community Infrastructure Levy Regulations 2010

Planning obligations need to meet the requirements of the Community Infrastructure Levy Regulations 2010 (as amended) to be lawful. Officers have concluded that the planning obligations recommended are legitimate and appropriate under these regulations. The applicant has agreed the obligations set out in Recommendation 1.

## **1.2 Relevant Planning History**

The planning history for the site primarily relates to alterations to the existing blocks of flats, replacement windows, over cladding etc. A summary is provided in the table below.

<b>Application</b>	<b>Address</b>	<b>Description</b>	<b>Decision</b>
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Reference			
F/03323/09	1-41 Nant Court	Replacement of existing windows with new white uPVC windows.	Approve 09/11/2009
F/03903/10	Childs Hill Granville Point, Harpenmead Point and Templewood Point, Granville Road, London, NW2	Refurbishment of 3no. tower blocks to include renewal of windows, balcony doors and screens, repairs to balconies, renewal of balcony balustrading, application of rainscreen cladding to all elevations above ground floor level, application of brick cladding to the ground storey, alterations to entrances with new projecting porches, renewal of roof coverings, removal of redundant structures at roof level and renewal of cladding to enclosures at roof level, installation of safety railings to roof edges. Provision of temporary contractor's compound.	Approved (11/11/2010)
F/04765/10	Flat 1-15 Mountfield, Granville Road, London NW2 2BA	Installation of an insulated render system to all previously externally rendered surfaces. Replacement of existing front entrance doors with new PVCu front doors. Installation of an IRS (Integrated Receiver System) including 2 satellite dishes (south elevation) and associated equipment. Alterations to existing kitchen windows to accommodate a flue projection system.	Approve (28/01/2011)
F/04744/10	Flat 1-41, Nant Court, Granville Road, London NW2 2LB	Installation of an insulated render system to all previously externally rendered surfaces. Replacement of existing front entrance doors with new PVCu front doors. Installation of an IRS (Integrated Receiver System) including 1 satellite dish	Approve (28/01/2011)

		(southeast elevation) and associated equipment. Alterations to existing kitchen windows to accommodate a flue projection system.	
F/03186/13	Granville Road Estate, London, NW2	Environmental impact assessment screening opinion.	Environmental Statement not Required (05/08/2013)

### **1.3 Pre-Application Consultation**

The applicant has submitted a Statement of Community Involvement with the application which sets out details of the pre-application consultation process undertaken by New Granville LLP and the project design team in respect of the proposed development. This includes consultation with local residents and existing residents of the estate, and the feedback received.

The NPPF gives weight and support to proposals where active community engagement has taken place, with paragraph 155 of the NPPF promoting early and meaningful engagement and collaboration with neighbourhoods, local organisations and businesses.

The following information is taken from the Statement of Community Involvement submitted with the application.

#### **Methodology and Approach**

The SCI states that from the outset, the applicant has recognised the importance of public engagement to inform the development of the application scheme and in particular with existing residents of the estate. Accordingly, the applicants have co-ordinated consultation and engagement with Barnet Homes to provide a programme of consultation which maximised participation and raised local awareness of the scheme. This was particularly important at the early stages of the scheme's development in 2013.

The Council employed Strategic Urban Futures (StUF), an independent resident advisor, to ensure that residents understood the consultation process and information presented at each event, along with the opportunities residents had for getting involved at each stage of the project.

Throughout these events, concerns were regularly raised by residents of the estate and immediate area regarding the principle of the proposed development with a majority of people attending expressing their objections to the scheme. Wherever possible, residents were asked to outline the reasons for their objection so that the team could gain a better understanding of this, to ensure residents were as informed

as possible about the scheme and to inform further reviews of the proposals by the project team to explore any potential amendments which might overcome some of the objections.

### Public Exhibitions and Meetings

The following list summarises the chronology of key engagement dates for the project:

- December 2011 – Newsletter explaining that the selection process for a Development Partner for the Council had begun;
- December 2012 – Letter to all residents informing them of the Committee approval to appoint Mulalley as the Council's Development Partner;
- 12th February 2013, St Agnes Centre – Meeting to introduce Mulalley to residents and outline the proposals, proposed consultation programme and introduce the project team;
- 20th April 2013, Childs Hill Baptist Church Hall – Community Consultation Day;
- 4<sup>th</sup> July 2013, Childs Hill Baptist Church Hall - evening event to give initial introductory presentation followed by an open exhibition with presentation boards and model of the scheme;
- 17th September 2013, Childs Hill Baptist Church Hall – Community Consultation event 3,30pm – 8pm to present amendments to the scheme made since the previous exhibition in July and having had regard to the comments received;
- 1<sup>st</sup> April 2014 – Council Staff attend Granville Road Residents Association Meeting to provide an up-date;
- August 2014 – Letter sent to all residents from New Granville explaining submission of planning application.

### Key comments and issues

The following summary of comments made at each meeting is taken from the SCI. Details of any changes that have been made to the scheme prior to submission of the application are also provided:

- **Principle of development:** this was often intrinsically linked with the concerns over the loss of open space discussed below;
- **Density and number of units:** since the pre-application consultations the scheme was reduced from 149 units down to 132 units (reduction of 10%). The density remains within the range identified in the London Plan density matrix;
- **Loss of open space:** this was the main concern people had related to the loss of open space, including the potential loss of trees. The scheme originally presented to residents had been amended significantly to ensure that open space loss is minimised and that those existing areas of greatest value are protected and preserved as far as possible. This has included revising the layout to introduce a publically accessible green open space centrally located within the estate. In developing the scheme and responding to residents'



concerns, each housing block, including all existing blocks of flats to be retained, will benefit from a dedicated communal amenity area.

- **Playspace:** The majority of residents raised concerns over the idea of playspace provision on site due to fears surrounding potential anti-social behaviour by encouraging older youths onto the estate. No comments were received in favour of traditional and typical play area equipment on the estate, instead expressing a preference for informal and natural play.
- **Pramsheds:** A number of residents raised issues regarding the proposed loss of all existing pramsheds. From the initial presentations to residents, however it soon became clear that despite many of these being in a derelict or semi-derelict state, a number of residents place great value on these and some rely heavily on them for storage. Accordingly, work was undertaken in 2013 to develop a reprovision strategy and it is now proposed to provide replacement pramsheds across the site for existing residents, with the existing Mountfield sheds capable of retention in situ.
- **Scale of development:** scale with regard to building heights and massing was not raised by many residents as a concern. In fact, a number of residents had expressed a preference for taller buildings than proposed to keep footprints to a minimum. Block C has been subject to extensive design review alongside public consultation and as a result, the block has been re-sited further from the eastern boundary with Crewys Road and fully tested in respect of daylight/sunlight to ensure impacts on nearby properties are acceptable.
- **Community Facilities and Services:** A number of residents expressed concern regarding the provision of community facilities, particularly in respect of a community hall and sheltered housing to replace the Garth House development and the potential impact of school places. Following the Garth House fire, the Council considered options for the site, including replacement of the facility and continued provision of a community hall on site. In assessing the need for sheltered housing, there is an oversupply in the Borough, as highlighted in the Core Strategy. Similarly the area is well served by community facilities, including the adjacent Baptist Church and Hall. The application will make a Community Infrastructure Levy (CIL) payment which will directly fund local service provision where required, ensuring the area is adequately served with regard to healthcare, education, libraries and other services.
- **Affordable Housing:** Concern was raised by some residents regarding the absence of new proposed affordable rented accommodation. The application proposes 35% affordable housing to be provided as shared ownership. This takes account of the existing level of social rented accommodation within the estate and seeks to provide a sustainable and integrated neighbourhood. London Plan policy is clear in identifying estate renewals as opportunities to provide new mixed communities and the Housing SPG states that where there is a requirement to achieve a wider range of types of provision in a neighbourhood, replacement of social/affordable rented units with intermediate provision is acceptable. Some comments were received suggesting the introduction of private sale units on the estate would lead to less integration, but this goes against the established thrust of affordable housing and mixed

community policy which firmly encourages mixed provision to deliver sustainable development.

- **Roads:** Some residents raised concerns regarding the new development and future traffic generation giving rise to unacceptable impacts on the surrounding highway network. The Transport Assessment submitted with the application, which includes all necessary committed development elsewhere in the area, demonstrates that all assessed junctions operate safely and without any significant impacts as a result of the proposed development. Given the reduction in the number of proposed dwellings since the public consultation events, any highways impacts will in any event have been further reduced. Residents also had significant concerns regarding the possibility of a through road being provided in the scheme. Accordingly, the proposals have been careful not to allow for a through route from Granville Road onto Mortimer Close/Cricklewood Lane to the south. A route is proposed to link Llanelly Road with Granville Road allowing residents a more direct route onto or off the estate. This road was designed in a way to keep speeds to a minimum and with a marked change in alignment around the square, blocking longer-range lines of sight and making it a slower and less attractive route for vehicles which already travel from Granville Road to Cricklewood Lane via Crewys Road. This is further reinforced by the change in priority at the Granville Road/Nant Road junction, meaning vehicles would have to turn into the site, again less convenient.
- **Parking:** A number of residents raised concerns regarding the amount of proposed parking and how it would be managed. Whilst there was generally problems caused by non-resident parking at the site, many residents felt the level of provision proposed was likely to be insufficient. To test this and ensure the provision levels were robust, a parking beat survey was carried out in the early hours of a typical weekday morning, to ascertain the current levels of resident parking demand (i.e. before people have left for work, after they have returned from any evening trips and before any non-resident commuter or commercial parking would arrive on site). The proposed level of parking exceeds the requirement identified by the survey. The parking approach proposed is based on ensuring that existing and new residents are be subject to identical levels of car parking provision based on unit type and size. The general experience was that people welcomed the concept of controlled parking and parking management on site given the existing problems experienced, but the principal concern with this was the allocation of permits and how that would relate to individual levels of car ownership. A draft Parking Management Plan has been prepared and submitted to outline how the management and permit system is currently intended to operate. A condition is recommended to secure this formally and to allow further dialogue with Officers and residents as required prior to formal approval of the Plan.

### Resident Steering Group

A Resident Steering Group was set up following the initial principal exhibition on 20<sup>th</sup> April 2013, overseen by StUF in their role as resident liaison and attended by Barnet Homes.

The applicants liaised closely with both StUF and Barnet Homes to ensure that whenever their attendance was required, a suitable representative was sent and that any information required for the meetings was provided. Minutes of all meetings were issued to the applicants, ensuring that any issues raised would be given due consideration and where necessary, a direct response provided for the next meeting.

Meetings were held on 6th June 2013, 20th June and 27th June and provided feedback that informed the presentation material for the exhibition on 4th July, to ensure that all issues raised would be addressed.

### New Granville Website

Throughout the pre-application stages, the applicants have administered a project website: [www.newgranville.co.uk](http://www.newgranville.co.uk). This has provided a resource that can be accessed freely by estate and other local residents at any time, providing copies of consultation material, and the ability to contact the project team directly with any queries or comments by email. It is intended that this website will remain active post-application and become a resource whereby residents can be kept fully informed about the construction programme.

## **1.4 Public Consultations and Views Expressed in Relation to the Planning Application**

### Public Consultation

To publicise this application letters and emails were sent to 2,522 addresses in October and again in December 2014, following amendments to the scheme. The application was also advertised on site in 12 locations within the estate and in the local press at that time.

Copies of the application and its amendments were placed in Childs Hill Library as part of the consultation exercise.

Consultations were not only undertaken with the general public but also with:

- Council internal consultations
  - London Borough of Barnet Highways Section
  - London Borough of Barnet Scientific Services
  - London Borough of Barnet Trees Section - Planning
  - London Borough of Barnet Affordable Housing Development
  - London Borough of Barnet Green Spaces
  - London Borough of Barnet Green Spaces – Trees
  - London Borough of Barnet Refuse services
  
- External Consultations
  - Transport For London
  - Environment Agency
  - Natural England

- Thames Water
- Affinity Water
- London Fire Brigade
- Metropolitan Police Service – North West London Designing Out Crime Team
- Highways Agency
- Transco
- National Grid
- English Heritage - Archaeology

Additional consultees included:

- CLAN (Crewys, Llanvanor and Nant) Residents Association
- Granville Estate Residents Association

Elected Members:

- Councillor P Zinkin
- Councillor S Ryde
- Councillor J Cohen
- Mike Freer MP

The consultation process carried out for this application is considered to have been entirely appropriate for a development of this nature. The extent of consultation exceeded the requirements of national planning legislation and Barnet's own adopted policy on the consultation to be carried out for schemes of this nature.

#### Number of Responses from Residents

In total 15 petitions containing 746 signatures and 215 letters responses were received from local residents, councillors and a member of the House of Lords. One response received supports the proposal and one response was neutral. The remaining responses are in objection. Many of the objectors wish to speak at committee.

#### Comments from Residents

The comments made in objection to the application are summarised under the headings below.

#### **Highways, transport and Parking:**

- Quantity of parking proposed is inadequate and should be increased.
- Proposal would be detrimental to highway and pedestrian safety.
- Proposal would exacerbate existing parking problems on the roads surrounding the site and cause a loss of parking for existing residents to the detriment of their amenities.
- Development would add unacceptably to the vehicles and traffic in the area and exacerbate the existing access and congestion problems in this location.
- Junctions in the area would be significantly adversely affected by the development.

- Surrounding road network is not suitable for the additional vehicles the development would generate.
- When assessing transport impacts account needs to be taken of other developments in the surrounding area and future expected levels of traffic.
- Proposal would not comply with planning policies on highways, parking and traffic matters.
- Proposal would add unacceptably to the existing traffic and congestion in the area.
- Quantity of parking proposed is inadequate and should be increased.
- Surrounding road network is not suitable for the additional vehicles the development would generate.
- Proposal would exacerbate existing parking problems on the roads surrounding the site and cause a loss of parking for existing residents to the detriment of their amenities.
- Development would add unacceptably to the vehicles and traffic in the area and exacerbate the existing access and congestion problems in this location.
- Junctions in the area would be significantly adversely affected by the development.
- Proposal would be detrimental to highway and pedestrian safety.
- When assessing transport impacts account needs to be taken of other developments in the surrounding area, large number of new buildings already been built adding to the problems in the area
- Development would impact adversely on the ability of emergency services to access their homes and use the surrounding road network.
- Construction of the development would result in unacceptable heavy traffic, highways and congestion impacts.

Officer Response:

- *The impact of the development on transport and vehicular movement is fully addressed in section 3.9 of this report. However, having regard to the highways and TFL comments, it is considered that the impacts resulting from the development can be satisfactorily accommodated within the capacity of the existing highway network.*
- *The TA takes account of potentially cumulative impacts of committed developments in the area which are currently underway or could come forward within a similar time frame as the development subject to this report. As such the assessment concludes that the likely combined impact would not detrimentally impact on the local highway network.*
- *The number of car parking spaces being provided (197) for the existing residential units on the site is considered adequate by the Highways officers having regard to existing parking spaces within the estate.*
- *The number of parking spaces for the proposed development is 134 spaces for 132 residential units which is within Barnet and London Plan policy standards.*
- *The existing road network is considered to be adequate for the increase in traffic that will be generated by this development. The existing roads within the estate are to be improved; the parking is to be more formally laid out; the traffic movement is to be redesigned to ensure a safe and free flow of*

*traffic and pedestrian footways and paths are to be more clearly identified and delineated from any significant traffic flows.*

- *There are to remain two main access ways into the estate from Nant road and Llanelly Road and from Mortimer Close via Cricklewood Lane. There will be no through route to Cricklewood Lane which could cause the road to become a 'rat-run' thereby removing any possibility of vehicular and pedestrian conflicts by through traffic.*
- *There will be no impacts on the level of accessibility for emergency vehicles, and it is considered that access will be improved by the redesigned traffic flows; the improved junction arrangements and the delineated footways and vehicular surfaces. The London Fire Brigade have been consulted and have no objections to the application.*
- *A Construction Management Plan will be secured by conditions recommended in this report to control and manage the construction stage of the development including construction traffic, noise and hours of operation.*

#### **Design and Character:**

- Scale, size, height and detailed design of the proposed buildings are harmful to the character of the area.
- Proposed buildings especially the 5 storey blocks are too large and tall for the site.
- The scheme is not sympathetic with its context and has an unacceptable relationship with neighbouring buildings, loses important green spaces.
- The materials and style of building proposed are of a generic nature and they would not enhance the area or be sympathetic with local architecture.
- Proposal is out of keeping with and would have a detrimental impact on the character and appearance of the area.
- Proposal would result in the loss of the open aspect of the neighbourhood and provides inadequate green space for the proposed dwellings and the existing properties.
- Proposal is overly dense, represents an overdevelopment of the site and is contrary to development plan policies on this matter.
- Proposal would not comply with planning policies on design and character matters, including those in the National Planning Policy Framework, London Plan and Barnet Local Plan.
- Proposal would impact adversely on their safety.
- Large number of trees are to be cut down

#### Officer Response:

- *The scale and design of the proposed buildings is not excessive and reflects a principally low rise development comprising predominantly 3 storey terraced buildings with only 2 blocks being above this scale. The location of the blocks above 3 storeys (The Court and The Square) are of sufficient distance from surrounding properties to avoid any harmful effects on the character and setting of adjoining buildings by way of height, loss of privacy or overshadowing.*
- *The scheme is considered to be sympathetic with its context and is based*

*on the principle of reintroducing a street based neighbourhood which reflects that of adjoining streets. The design includes open space and amenity areas for the residents.*

- The development is to be constructed predominantly out of brick with tiled roofs which reflects the predominant materials of the houses in the surrounding area. The development is therefore considered to be in sympathy with the character of the area.*
- Areas of open space within the estate are at present underused and vacant, the scheme proposes to utilise these areas for new development whilst still retaining over 12,000m<sup>2</sup> of usable and improved open space and amenity areas for residents with within the estate and surrounding area.*
- The density of the site has been shown in section 3.3 to be within the acceptable range as set out in the London Plan Density Matrix. The development also provides high quality housing which meets other standards in regards to internal space standards, amenity space, daylight and sunlight, and as such it complies with Planning Policy and the National Planning Policy Framework which seeks to encourage development on sites such as Granville Road due to its high level of accessibility and its existing developed nature.*
- With reference to the safety of citizens living within the estate, the design of the scheme and the nature of the existing developed site has been fully considered in relation to crime and public safety. The Metropolitan Police Designing Out Crime officers have been involved in the scheme design since the outset and they have not raised objections to the application.*
- The landscaping scheme for the estate has been conceived to remove low quality trees which are dead or dying, diseased or of insignificant status, those trees to be removed (90 in total) are to be replaced with a minimum of 200 trees as part of the Landscape management plan, which is considered by the Council's Tree Officer to mitigate any effects that the loss of the trees may have, additionally the proposed tree planting will improve and enhance the existing landscaped areas.*

**Amenities of neighbouring occupiers:**

- Development would cause a significant and unacceptable overlooking and loss of privacy.
- Development would be overbearing, especially The Court and the Square and sited too close to their property.
- Development would have an unacceptable visual impact and cause loss of outlook.
- Development would cause unacceptable losses of daylight and sunlight.
- Proposal would not protect the amenities of neighbouring occupiers.
- Proposal would have adverse environmental impacts and increase air pollution in the area to the detriment of health and safety.
- Proposal would impact upon existing parking facilities to the detriment of resident's amenities.
- Construction works the development would result disturbance and would have an unacceptable impact on their amenities.

Officer Response:

*The impact of the development on the amenities of adjoining residents of the estate is considered in sections 3.6 of this report. More specific comments in relation to the objections summarised above are provided below:*

- The daylight and Sunlight assessment submitted with the application demonstrates that adjoining gardens and residential windows abutting the estate would not be unduly overshadowed as a result of the siting of the proposed dwellings. The separation distances to existing properties are significant and there is no demonstrable detrimental effect on adjoining existing property windows and garden areas.*
- The noise associated with the predominant use of the site for residential dwellings is not considered to be significantly harmful to adjoining residents in light of the scale, layout and density of the development and by the nature of the residential use which is not expected to cause significant or detrimental noise, or other forms of pollution.*
- The information submitted with the application demonstrates that the traffic noise associated with the improved road layouts would not increase to any significant extent. Any vehicular noise generated by the development is considered to be negligible in relation to the existing noise levels.*
- The proposed development has been designed in accordance with Secure By Design Principles and is considered to enhance public safety and security through various physical and passive measures and as such the scheme has received the support of the Metropolitan Police.*
- With reference to construction traffic and its impact on the highway network as above, a Construction Management Plan will be secured by condition and will address these issues and neither the Highways department or environmental health have raised any issues in this regard.*

**Other objections raised:**

- Proposal is not compliant with planning policies and should be refused.
- Proposal would be detrimental to existing and future residents.
- Proposal would be detrimental to local amenity and the local community.
- That account needs to be taken of the other approved and proposed developments taking place in the surrounding area.
- Their previous objections have not been addressed by the amendments to the scheme.
- Additional residents and vehicles in the borough arising from the development would impact adversely on local services, facilities, amenities and infrastructure, such as roads, schools and health related facilities.
- Tests of the viability of the scheme should be based on a realistic current valuation and viability should not be used to justify overdevelopment.

Officer Response:

- As set out in further sections of this report, the proposed development is considered to be compliant with council policy.*
- In regard to the existing and future residents of the estate, the proposed scheme of development along with the improvements to the properties which have already been undertaken on the estate is considered to*



- represent an enhancement of the environment and amenity value for all the residents of the estate.*
- *In the consideration of the application and details submitted Officers can find no significant reason to justify refusal on the grounds of any detrimental effect on infrastructure or service provision.*
  - *A viability appraisal has been submitted for the development to support the level of affordable housing proposed and this has been independently appraised by consultants.*

Full responses to the material planning considerations raised are provided in the main body of the committee report. In summary, subject to the controls and mitigation provided by the conditions and planning obligations recommended, the proposal is found to be acceptable and compliant with the relevant development plan policies in all the relevant regards.

### Comments from Elected Representatives

**Sarah Sackman** – Labour Parliamentary Candidate for Finchley and Golders Green:

- Not opposed to development in the area, but objects to the current scheme of development as considers the scheme to be an overdevelopment, loss of public open space and a series of negative impacts on the local road network and environment.
- The Planning Brief for the site has been ignored with the details being considered with this application.
- States that developers comments that scheme has been taken over by changing planning policy is being used to allow developer to ignore planning brief.
- The scheme fails to mention or take account of the many surrounding developments that have obtained planning approval or are being built now.
- Childs Hill ward has greater density of population at 64.9 persons per hectare to that of the rest of Barnet at 41.1 persons per hectare. Consequently there will be a greater level of pressure on infrastructure due to this overdevelopment.
- States that having regard to NPPF, existing open space should not be built upon unless the loss resulting from the proposed development would be replaced by equivalent or better provision.
- Loss of open space which has been beneficial to the many families in the tower blocks for decades does not fit in with sustainable development.
- The facilities being proposed for play areas are being welcomed but however the allocation of space is unfair to local existing residents.
- Funding improvements to Childs Hill Park is no substitute for having immediate access to open space.
- The type of housing being proposed and the tenure to be introduced will dilute the well-established social and communal character of the area.

Key points in the letter are:

- The development will result in the loss of 16 affordable rented houses. These will not be replaced but will be substituted either by shared ownership or market rent properties.
- The developer argues this will provide a better balance we disagree.
- The applicant seeks to equate shared ownership with affordable housing. Not

- one of the new properties will be for affordable rent.
- Developer should not be able to discharge his obligations by providing 35% of the new units as shared ownership.
- developer states only 27% of the new homes built will be affordable what happened to the 40% of new homes to be genuinely affordable and why is 40% not being used as required by the London Plan and Barnet's Local Plan.
- There is no community centre proposed with the scheme this is disappointing since Garth Road Community centre has not been replaced since it burnt down.
- Traffic impact conclusions appear dubious and why have these been accepted beforehand by Barnet.
- Need to know as to whether the TRAVL trip rates have been accepted by TFL as it is unclear whether they have.
- Suggests that the information relating to the TRAVL trip rates is lacking and incomplete and affects the full assessment of the information provided.
- The PERS Audit provides some assessment of the walking environment but there appears to be no score attached to the conclusion and is poorly supported with background information.
- The pedestrian and cycle access links back to the PERS assessment and states that improvements to the wider area are possible but are not being proposed. These improvements would benefit the existing and the new residents if undertaken.
- PTAL rating of the site is poor assessment by developer starts at the estate being sustainable and accessible. This is misleading.
- We urge council to refuse the application.

Officers Response:

- *As has been mentioned previously to other objections raised relating to similar issues of overdevelopment, loss of public open space, insufficient parking and negative impacts on the local road network and environment: the application is in accordance with the NPPF which advocates more efficient use of land within the urban area, some of which is previously developed; the development complies with relevant planning policies and standards with regard amenity space, overlooking, overshadowing, daylight and sunlight and is considered to provide suitable high quality residential accommodation; the development will provide a sufficient level of car parking; the surrounding road network is considered to be sufficient to accommodate the movements associated with the development; the Highways department have not objected to any of the highways issues raised.*
- *The effects on the existing underused and vacant areas within the estate are to be mitigated through the improvements to these areas by way of enhancement and replacement landscaping together with play areas and communal amenity spaces.*
- *It is recognised that there will be an overall loss of 16 1 bed social rented apartments at Beech Court however these are in poor condition and there is a good percentage of rented accommodation within the estate at present, the proposed scheme includes for 46 affordable shared ownership units which will help to extend the type of tenure on the estate.*

- *Notwithstanding the introduction of the new private housing, when the proposed shared ownership units are taken into account alongside the existing social rented units there will still be a significant proportion of affordable housing within the estate (57%).*
- *A total of 35% of the housing being provided is to be affordable shared ownership. 40% is a boroughwide target for affordable housing and is subject to viability. The proposed level of affordable housing and the tenure proposed is based on viability, the need to introduce significant enhancements to the environment of the estate and a desire to introduce a wider range of tenures. There are also significant funding obligations to be taken into account. These include the cost of review and revising the CPZ; a £210,000 contribution to the improvement and enhancement works to Childs Hill Park to resurfacing existing tennis courts; enhancements to play equipment and footpath improvements within the park; Production of a strategic travel plan and assistance with its implementation and funding to include public transport subsidy and £200,000 contribution towards pedestrian and public realm improvements as identified with the PERS Audit.*
- *The previous users of the former Garth Road Community Centre have found other venues since its removal in 2009 and as such there is no existing or envisaged demand for a new centre. There are other community facilities available in the wider area.*
- *The remaining issues highlighted above have been referenced within the main body of the report and within other comments given and officer responses.*

Fuller responses to the points raised in the comments are provided in the main body of this report. In summary, subject to the controls and mitigation provided by the conditions and planning obligations recommended, the proposal is found to be acceptable and compliant with the relevant development plan policies in all the relevant regards.

#### Comments from Local Associations and Societies

##### **Clan Residents Association:**

Have expressed concerns that:

- With the significant increase in population this and other local development would cause services, such as doctors and transport, to become overstretched.
- Inadequate road access, only three streets Crewys Road and Llanelly Road and Granville Road both narrow and congested Want Mortimer Road to be opened onto Granville road.
- Overdevelopment of the site
- Loss of green Space.
- Loss of amenity and does not replace any of the community facilities lost previously.
- Introducing privately owned home in this area could cause resentment
- A better more imaginative scheme is required for the area.

Officers Response:

- *Pre application consultation and further consultation following the submission of the application with various Departments concerning medical care, schooling and other services as well as public transportation have taken place concerning the nature of the proposed development and the need for additional services such as Doctor's surgery's, school places and there have been no objections or issues raised with the scheme in this regard.*
- *The issues of loss of green space; amenity and inadequate road network to accommodate the increase in traffic have all been addressed with the other comments given to this application and within the body of the report, Officers consider that there are no substantive reasons from a policy point of view to justify refusal on any of these grounds.*
- *The scheme of development has strived to introduce a street scene and townscape without excessive development in terms of density and high rise buildings the proposal is considered by officers to be sympathetic to the existing townscape of the area and can only improve and enhance the area.*

**Lord and Lady Palmer of Childs Hill:**

Object to application on basis that:

- It builds on greenspace
- Unacceptable strain on road network
- Pressure on Granville road will also spread to other roads in area
- Additional pressure on local schools
- No community hall replacement which is badly missed
- The concept of Mr Seifert was that the tower blocks needed to be set in wide open spaces.
- Not enough parking now and will not be after development.

Officers Response

- *As has been mentioned previously to other objections raised relating to similar issues of overdevelopment, loss of public open space, insufficient parking and negative impacts on the local road network and environment: the application is in accordance with the NPPF which advocates more efficient use of land within the urban area, some of which is previously developed; the development complies with relevant planning policies and standards with regard amenity space, overlooking, overshadowing, daylight and sunlight and is considered to provide suitable high quality residential accommodation; the development will provide a sufficient level of car parking; the surrounding road network is considered to be sufficient to accommodate the movements associated with the development; the Highways department have not objected to any of the highways issues raised.*

**All Saints Church of England School**

- No school places available for new residents
- Other schools also full

- Having to make classes over 30 pupils not good for education.
- Increase in traffic on small local roads
- If Mortimer Close is opened to Cricklewood Lane this will form a rat run
- There will not be enough parking.

Officers Response

- *In regard to the schooling issues of not enough places and large classes, the education department have not raised any objections to the proposal from this aspect. The development will also trigger a CIL payment of £1.29million towards the provision of community infrastructure such as school places and health facilities.*
- *The issue of traffic increases and lack of parking are also matters referred to in the consultation exercise with Highways and TFL and as such the level of parking is compliant with the Council parking standards as well as the London Plan and is based on survey and census evidence.*
- *Mortimer Close and Granville Road are not to be connected to allow access through onto Cricklewood Lane and therefore there will not be a rat run.*

**Granville Estate Residents Association:**

Have expressed concerns that:

- With the significant increase in population this and other local developments would cause services, such as doctors and transport, to become overstretched.
- Inadequate road access, only three streets Crewys Road and Llanelly Road and Granville Road both narrow and congested
- The Planning Brief for the site has been ignored with the details being considered with this application.
- States that developers comments that scheme has been taken over by changing planning policy is being used to allow developer to ignore planning brief.
- The scheme fails to mention or take account of the many surrounding developments that have obtained planning approval or are being built now.
- Childs Hill ward has greater density of population at 64.9 persons per hectare to that of the rest of Barnet at 41.1 persons per hectare. Consequently there will be a greater level of pressure on infrastructure due to this overdevelopment.
- States that having regard to NPPF, existing open space should not be built upon unless the loss resulting from the proposed development would be replaced by equivalent or better provision.
- Loss of open space which has been beneficial to the many families in the tower blocks for decades does not fit in with sustainable development.
- The facilities being proposed for play areas are being welcomed but however the allocation of space is unfair to local existing residents.
- Funding improvements to Childs Hill Park is no substitute for having immediate access to open space.
- The type of housing being proposed and the tenure to be introduced will dilute the well established social and communal character of the area.

Key points in the letter are:

- The development will result in the loss of 16 affordable rented houses. These

will not be replaced but will be substituted either by shared ownership or market rent properties.

- The developer argues this will provide a better balance we disagree.
- The applicant seeks to equate shared ownership with affordable housing not one of the new properties will be for affordable rent.
- Developer should not be able to discharge his obligations by providing 35% of the new units as shared ownership.
- developer states only 27% of the new homes built will be affordable what happened to the 40% of new homes to be genuinely affordable and why is 40% not being used as required by the London Plan and Barnets Local Plan.
- There is no community centre proposed with the scheme this is disappointing since Garth Road Community centre has not been replaced since it burnt down.
- Traffic impact conclusions appear dubious and why have these been accepted beforehand by Barnet.
- Need to know as to whether the TRAVL trip rates have been accepted by TFL as it is unclear whether they have.
- Suggests that the information relating to the TRAVL trip rates is lacking and incomplete and effects the full assessment of the information provided.
- The PERS Audit provides some assessment of the walking environment but there appears to be no score attached to the conclusion and is poorly supported with background information.
- The pedestrian and cycle access links back to the PERS assessment and states that improvements to the wider area are possible but are not being proposed these improvements would benefit the existing and the new residents if undertaken.
- PTAL rating of the site is poor assessment by developer starts at the estate being sustainable and accessible. This is misleading.
- We urge council to refuse the application.

### Officers Response

*This letter of representation is a virtual copy of the Labour Candidate letter and as such has been answered with the same responses:*

- *As has been mentioned previously to other objections raised relating to similar issues of overdevelopment, loss of public open space, insufficient parking and negative impacts on the local road network and environment: the application is in accordance with the NPPF which advocates more efficient use of land within the urban area, some of which is previously developed; the development complies with relevant planning policies and standards with regard amenity space, overlooking, overshadowing, daylight and sunlight and is considered to provide suitable high quality residential accommodation; the development will provide a sufficient level of car parking; the surrounding road network is considered to be sufficient to accommodate the movements associated with the development; the Highways department have not objected to any of the highways issues raised.*
- *The effects on the existing underused and vacant areas within the estate are to be mitigated through the improvements to these areas by way of enhancement and replacement landscaping together with play areas and communal amenity spaces.*

- *It is recognised that there will be an overall loss of 16 1 bed social rented apartments at Beech Court however these are in poor condition and there is a good percentage of rented accommodation within the estate at present, the proposed scheme includes for 46 affordable shared ownership units which will help to extend the type of tenure on the estate.*
- *Notwithstanding the introduction of the new private housing, when the proposed shared ownership units are taken into account alongside the existing social rented units there will still be a significant proportion of affordable housing within the estate (57%).*
- *A total of 35% of the housing being provided is to be affordable shared ownership. 40% is a boroughwide target for affordable housing and is subject to viability. The proposed level of affordable housing and the tenure proposed is based on viability, the need to introduce significant enhancements to the environment of the estate and a desire to introduce a wider range of tenures. There are also significant funding obligations to be taken into account. These include the cost of review and revising the CPZ; a £210,000 contribution to the improvement and enhancement works to Childs Hill Park to resurfacing existing tennis courts; enhancements to play equipment and footpath improvements within the park; Production of a strategic travel plan and assistance with its implementation and funding to include public transport subsidy and £200,000 contribution towards pedestrian and public realm improvements as identified with the PERS Audit.*
- *The previous users of the former Garth Road Community Centre have found other venues since its removal in 2009 and as such there is no existing or envisaged demand for a new centre. There are other community facilities available in the wider area.*

*Fuller responses to the points raised in the comments are provided in the main body of this report. In summary, subject to the controls and mitigation provided by the conditions and planning obligations recommended, the proposal is found to be acceptable and compliant with the relevant development plan policies in all the relevant regards.*

**Childs Hill Allotments Society:**

Have not objected to the application in general terms but have raised a number of concerns relating to:

- Position of the boundary between the allotments and the site.
- Loss of the chain link fence and replacement with a timber fence could lead to theft of items and goods from the allotments. Request a replacement fence to a standard of the same height as existing and discussions with the developers.
- Concerned about getting access to allotments when construction starts.
- Question about construction workers will need access to allotments or whether construction will be entirely from within the estate.
- Request for the allotment society to discuss with the Council the possibility of being awarded a share of the CIL contributions to improve the facilities for its members.

### Officers Response

- *With regard to the query regarding the position of the boundary, the applicant has confirmed that the boundary indicated on the plan represents the existing fence line and that this is based upon a measured site topographical survey. The proposals do not encroach further than the existing fence line or elsewhere into the allotments, and following completion of any works the existing access to the allotments would be unchanged.*
- *In respect of security, the applicant has confirmed that the intention is to create a secure boundary. A condition is included to require details of all boundary treatments to be submitted and approved by the Council. Subject to the solution providing a secure perimeter suitable for Secure by Design certification, the developer has committed to discussing boundary treatment details with the Society.*
- *The scheme has been designed to ensure that existing access to the allotments will be maintained. The applicant has confirmed that access will be maintained to the allotments throughout the works. The works will be phased to minimise disruption to the allotments. During the phase(s) of work occurring adjacent to the allotment, continuous pedestrian access will be provided at all times into the allotments. This will most likely take the form of a hoarded off route to protect allotment users from the construction works and the contractor will provide advance notification to the allotment Committee of any changes to access routes required by the works should this be necessary.*
- *The majority of the development is located well away from the allotments, access points and boundary. Conditions are recommended as part of this report to require the submission of a Construction Management Plan which will include a requirement to maintain access to the allotments during construction.*

### Consultation Responses from Statutory Consultees and Other Bodies

#### **Metropolitan Police Service:**

Have responded to the consultation and had raised a number of issues regarding the security of the basement car park gates, location of benches, security of walkways and passageways to refuse bins.

Following further discussion with the agent and architect these issues have been resolved and the amendments submitted satisfy the requirements of the Metropolitan Police - North West Area (MPNWA). The MPNWA have not raised any further objections to the proposal or requested that conditions are placed upon any grant of consent.

#### **London Fire and Emergency Planning Authority:**

Have responded to the consultation and have not raised any objections to the proposal or requested that conditions are placed upon any grant of consent.

#### **English Heritage:**



English Heritage requested a desk-based archaeological assessment (DBA) be provided for the site. This was due to a concern over a small medieval farmstead site dating c1593 which was located in the south western corner of the site. They also stated that as parts of the site had never been developed previously, that this supported the need for a DBA.

A desk based study was provided in December 2014 together with other updates and additional information. English Heritage subsequently confirmed that they are satisfied with the information and have commented to say that it is a very thorough report and accords with relevant standards and guidance. English Heritage have therefore recommended that no further archaeological assessment or conditions are necessary for this application and they have raised no objections to the scheme of development.

**Natural England:**

Have responded to the consultation and have not raised any objections to the proposal or requested that conditions are placed upon any grant of consent. Natural England have identified that the application may provide opportunities for biodiversity and landscape enhancements at the site. Notwithstanding the proposed Landscape Masterplan improvements, conditions seeking enhancements at the site have been included in those recommended.

**Environment Agency:**

Have responded to the consultation and have not raised any objections to the proposal but have requested that conditions are placed on any consent granted.

They have requested a condition relating to a detailed surface water drainage scheme, based on the agreed flood risk assessment for the Granville Road area, be submitted.

The Environment Agency have identified that the development is located in an area of serious water stress and pointed out that they expect the scheme to include water efficiency measures to achieve a standard of 105 litres/head/day (equivalent to Code for Sustainable Homes Level 3/4).

Conditions have been applied to include the necessary water efficiency measures and requirement the development to meet Code Level 4.

**Thames Water:**

Thames Water has responded to the consultation and not raised any objections to the proposal. They have requested that a condition is imposed on any consent granted to ensure that all piling works carried out as part of the implementation of the development take place in accordance with a method statement which has been previously agreed with the Local Planning Authority (in consultation with Thames Water). This is to prevent and minimise the potential for damage to subsurface sewerage infrastructure in the area.

A condition relating to piling works has been included in the conditions forming part of the approval for this application. Thames Water has also made a number of other

points in respect of waste water and water infrastructure matters and these have been included as informatives.

### **Highways Agency:**

The Highways Agency has responded to the consultation and confirmed that they have no objections to the proposal.

### **Transport for London (TfL):**

The comments received from TfL with the original submission accepted the principle of the development but had the following observations:

- Given the site has a PTAL of 3, is accessible by a number of bus routes and is approximately 1km from the tube and rail station, with car ownership at approximately 0.62 as indicated in the 2011 Census data, the proposed level of car parking is contrary to the London Plan and should be reduced. Furthermore there is existing evidence that commuter parking has been causing stress on Granville Road and this should be addressed by extending the existing CPZ;
- Electric charging points for the car parking spaces should be a minimum of 20% active and 20% passive;
- The proposed cycle parking provision falls slightly short of the adopted standards in the Revised Early Minor Alterations to the London Plan which also requires visitor cycle parking to be provided. A further 3 cycle parking spaces should be provided;
- Welcome that a PERS audit has been provided by the applicant and recommend that the identified improvements be secured through section 106 obligations;
- The proposal for two car club spaces is welcomed and should be secured through section 106 obligations;
- The final Travel Plan prior to occupation should be secured through section 106 obligations;
- Full car parking management plan be secured by condition/section 106;
- A construction management plan (CMP) and a construction logistics plan (CLP) should be submitted prior to commencement.

### Officer response

- *Conditions have been included to secure the required electric charging points, car park management plan and construction management plan. The heads of terms for the section 106 agreement include a financial payment of £200,000 towards the implementation of the PERS audit recommendations and secure the submission of the final Travel Plan including incentives and the provision of two car club parking spaces.*
- *188 cycle parking spaces will be provided for the proposed residential units and a further 36 spaces will be provided for visitors. Whilst officers acknowledge TfL's comments and desire to see a further 3 spaces provided for the residential units, they consider the proposed level of cycle parking to be sufficient and acceptable.*

### **National Grid:**

Have responded and identified that National Grid apparatus is located within the vicinity of the site. An informative setting this out has been included in those recommended.

#### Internal Consultation responses

##### **Traffic and Development Team:**

The Traffic and Development section of the Council's Highways Department were consulted on the original application in September and its revisions in December 2014. Their response is set out in greater detail in section 3.9 of the report below. In summary they have confirmed that, subject to the imposition of the conditions and planning obligations recommended, they have no objections to the development and find the proposal to be acceptable in respect of traffic, parking and highways related matters.

##### **Environmental Health Service:**

The Environmental Health Service response is set out in greater detail in the relevant sections of the report below. In summary, they have confirmed they have no objections to the application subject to the imposition of suitable conditions and informatives in respect of the following:

- Construction Method Statement
- Contaminated land
- Impact of Noise on Development
- Impact of Noise from Ventilation and extraction Plant on Development
- Air quality Report
- Noise restriction from Plant.

##### **Trees Team:**

The Trees Team have confirmed that subject to the imposition of suitable conditions they raise no objection to the development. Tree matters are set out in greater detail in the relevant sections of the report below.

#### Comments following Consultation on Amended Plans / Additional Information

A further 5 responses were received from residents following the second round of consultation. Some of these reiterated previous objections that had been lodged during the first round of consultation. The comments are summarised as follows:

- Out of character with neighbourhood.
- Not enough car parking.
- Extra cars will have to enter and exit along Granville Road or Nant/Crewys/Llanvanor Road, all of which are heavily parked and lead to chaos.
- Finchley Road already a bottleneck.
- Granville Road already used as a through road and as place to park for commuters from Golders Green station. This will only further increase with more housing.
- Allotments will be deprived of sunlight for much of the day.

- Concern about potential flooding from underground stream.
- No mention of affordable housing.
- Childs Hill already shows the highest density in population in the borough.
- Will double the population now living in the existing towers.
- 400 new homes have been built or are in the process of being built in the Childs Hill area. These plans will add another 132 homes.
- Existing areas of grass space important.
- Increased demand on water, gas, electricity and sewerage.
- Impact on light to Teseo House, 124 Granville Road

### Officer Response

*The responses provided to earlier comments address the majority of the points raised above. Density is dealt with in section 3.3; Affordable housing is dealt with in section 3.7; Traffic and parking issues are dealt with in detail in section 3.9.*

*In relation to the concern over impact on light to 124 Colindale Avenue, the applicant has submitted a Daylight, Sunlight & Overshadowing Assessment Addendum that considers this specifically. Whilst the initial assessment indicates that one of these windows at ground floor falls below the recommended guidance thresholds, the guidance is clear in stating that "Existing windows with balconies above them typically receive less daylight. Because the balcony cuts out light from the top part of the sky, even a modest obstruction opposite may result in a large relative impact on VSC, and on the area receiving direct skylight. One way to demonstrate this would be to carry out an additional calculation of the VSC and area receiving direct skylight for both the existing and proposed situations, without the balcony in place. For example, if the proposed VSC with the balcony was under 0.8 times the existing value with the balcony, but the same ratio for the values without the balcony was well over 0.8, this would show that the presence of the balcony, rather than the size of the new obstruction, was the main factor in the relative loss of light." Following this approach and testing without the balcony in place, the impact falls comfortably within the BRE Guidance parameters and demonstrates that the real impact of the development falls within acceptable limits.*

### **Additional letter from Nicholas Taylor & Associates Town Planning Consultants**

Reiterating comments made previously and specifically:

- Underwhelming provision of affordable housing. The maximum level has not been provided. The development should provide 40%.
- Affordable housing mix. Further information should be provided on the existing estate tenure split to justify the proposed level of shared ownership housing.
- Private and communal amenity space. Significant amounts of the apartments remain non-compliant with Barnet's SPD. Playspace should not be counted in communal amenity space.
- Unacceptable level of overshadowing within the private and communal amenity spaces within the development.
- Request reduction in car parking in accordance with comments from TfL.

### Officer Response

- *A total of 35% of the housing being provided is to be affordable shared ownership. 40% is a borough wide target for affordable housing and is subject to viability. The proposed level of affordable housing and the tenure proposed is based on viability, the need to introduce significant enhancements to the environment of the estate and a desire to introduce a wider range of tenures. There are also significant funding obligations to be taken into account. These include the cost of review and revising the CPZ; a £210,000 contribution to the improvement and enhancement works to Childs Hill Park to resurfacing existing tennis courts; enhancements to play equipment and footpath improvements within the park; Production of a strategic travel plan and assistance with its implementation and funding to include public transport subsidy and £200,000 contribution towards pedestrian and public realm improvements as identified with the PERS Audit.*
- *The existing estate broadly comprises 178 (69%) social rented units and 79 (31%) private leasehold units. The proposed development will assist in creating a more mixed and balanced approach to housing tenure and reduce the predominance of rented affordable housing in the locality. When taken with the existing housing on the estate, upon completion the proposed development would deliver a revised tenure split of 44% social rented, 13% shared ownership and 43% private housing. The total amount of affordable housing within the estate will be approximately 57%. This approach is advocated at national, regional and local level to create balanced communities.*
- *The proposed new units fully accord with the Council's policy standards for amenity space. Each unit has a private space in the form of a garden, balcony or terrace. For the flatted blocks, private balconies are supplemented by the provision of communal private amenity space as per the Council's SPD guidance. Table 2.3 of the Sustainable Design & Construction SPD relates to minimum outdoor amenity standards. The only minimum private amenity space standards are provided in the Mayor's Housing SPG. All proposed flats meet or exceed these minimum requirements. Playspace can be included in the amenity space following the definition at paragraph 2.3.2 of the Sustainable Design & Construction DPD and this is particularly relevant in this instance given the natural approach to play provision across the site. The application is thus fully compliant with the adopted Sustainable Design & Construction SPD*
- *The submitted daylight and sunlight report confirms that all houses meet the BRE test for overshadowing which is for 50% of any garden to receive two hours of direct sunlight. The only area that falls slightly below this is the amenity space to Block A. This is however only just below 50% and as the units each benefit from balconies or terraces and other public open space near the block the development is considered to provide sufficient usable amenity space.*
- *The proposed car parking levels are explained in more detail in section 3.9 of this report. The car parking proposed for the retained units is derived from parking counts and census data. The London Plan is a strategic level*

*policy document and informs the production of local level policy. This remains the case following the EiP into the 2014 Further Alterations to the London Plan and it is noted that in the Inspector's report, he specifically states that the Plan "will allow London Boroughs to tailor standards to their areas as appropriate" (Inspector's Report Para 92). The proposed provision remains within the London Plan standards in any event. The proposed car parking for the new units is considered to fall within the acceptable policy standards.*

**Metropolitan Police Service:**

Following the amendments received they have no further comment to make and do not require any conditions on any approval given.

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

**2.1 Site Description and Surroundings**

Granville Road Estate comprises a residential development dating from the 1960's which lies within Childs Hill Ward in the south east of the Borough. The estate encompasses an area of 3.72 hectares.

There are 257 residential properties on the estate, predominantly made up of affordable housing in the form of secure tenancies and managed by Barnet Homes. The existing estate comprises 178 (69%) social rented units and 79 (31%) private leasehold units. The specific mix is set out in the table below.

*Table of housing mix of existing estate*

	Leasehold/Private				Affordable/Rented				TOTAL
	1-Bed	2-Bed	3-Bed	Total	1-Bed	2-Bed	3-Bed	Total	
Mountfield	1	0	4	5	4	0	6	10	15
Beech Court	5	0	0	5	16	0	0	16	21
Nant Court	2	0	19	21	13	0	7	20	41
Granville Point	0	16	0	16	2	42	0	44	60
Harpenmead Point	0	16	0	16	2	42	0	44	60
Templewood Point	0	16	0	16	2	42	0	44	60
<b>TOTAL</b>	<b>8</b>	<b>48</b>	<b>23</b>	<b>79</b>	<b>39</b>	<b>126</b>	<b>13</b>	<b>178</b>	<b>257</b>

Buildings on the estate currently comprise:

- three 15 storey residential tower blocks (Granville Point, Harpenmead Point, Templewood Point), comprising 60 apartments each;

- Beech Court – a 3 storey brick built block with a tiled roof comprising 21 apartments; which lies to the north-west corner of the estate;
- Nant Court – a 3 and 5 storey block comprising 41 flats, constructed of render and brickwork with a tiled pitched roof, which is located to the east side of Granville Road;
- Mountfield Court– located to the south eastern corner of the estate which is a 5 storey block constructed of render and brickwork with a tiled and pitched roof, containing 15 apartments;
- Single storey pramsheds adjacent to the existing blocks; and
- A number of garage blocks.

Part of the site is vacant behind hoardings and is the former site of Garth House, a sheltered housing block, and Garth Hall community hall which were subject to fire damage in October 2008 and subsequently demolished.

Extending into the estate but excluded from this application site is a flatted development completed in the last 6-7 years, comprising two four storey blocks of 16 flats (Athena and Aphrodite) on a former builders yard site and offices (forming one of the blocks, now converted).

The existing buildings are set within a relatively open landscape marked by a series of grassed open spaces with pockets of established tree cover. There is no formal play provision on site, although there is an area of hardstanding north of Templewood Point which is understood to have previously been the site of some formal play equipment which was subsequently moved.

Vehicular access is provided via Granville Road, Llanelly Road and Mortimer Close although each form a dead end and there is no vehicular through route. Parking across the site is arranged in a series of car parks adjacent to the existing blocks, garages, and on street parking. Few of these areas benefit from formal parking layouts marked on the ground, with the exception of some marked disabled spaces. Although there is existing signage referring to the estate being private, parking is not controlled by means of permits, yellow lining or any other means.

Pedestrian routes through the site remain unencumbered and served by a series of paths and alleys through and into the site. These include a footpath to the rear of the Garth House site between Mortimer Close and Cloister Road; a path to the rear and west of Harpenmead Point onto Cloister Road; an alley between properties on Crewys Road to the east onto the estate to the rear of Nant Court; and an access gate onto the adjacent allotments to the rear of Granville Point.

Levels rise across the estate from north to south by some 12 metres.

The estate is located within a network of mid twentieth century streets which are suburban in character, with 2 or 3 storey terraced or semi-detached houses having front and rear gardens.

West of Granville Road estate is Crewys Road which comprises late Victorian brick

built houses with pitched slate roofs; the majority of these properties have rear gardens which form the eastern boundary of Granville Road estate.

The more southern boundary to the estate is formed by the rear of properties located at the junction of Cricklewood Lane and Crewys Road, running west up to and including the Victorian Baptist Chapel and Primrose Court.

The more western boundary of the estate is formed by the eastern end of Garth Road and Cloister Road, a 1930's development of brick built semi-detached properties with pitched and tiled roofs. The Childs Hill allotments located to the north of Garth Road and lying to the west of Granville Road estate forms the north westerly boundary.

The most northern part of the estate boundary is formed by and includes Beech Court and a small block of concrete panel garages on the eastern side of Granville Road opposite Beech Court on the northern side of Nant Road.

North of Beech Court is the Hawthorn Business Park comprising three storey blocks of contemporary design buildings with flat roofs, brick walls and feature clad mono-pitched projecting gables. On the east side of Granville Road are a number of additional residential and commercial properties.

Some 100 metres to the north east of the estate is Childs Hill Park a large open space area covering 3.02ha, which has formal and informal outdoor activities. In addition to Childs Hill Park there is Basing Hill Park open space covering an area of 2.64ha and Golders Hill Park with an area of 14.5ha. Both are within 400 metres of the site.

The A41 Hendon Way is located to the west of the site, with Finchley Road and Cricklewood Lane junction being located to the south east of the estate.

The estate is not located within any conservation area, nor are there any statutory listed or locally listed buildings within the estate boundary. The estate is not affected by any designated SSSI or other form of protected area.

The site is shown to be within Flood Zone 1 as defined by the Environment Agency Flood Maps and within the Childs Hill Critical Drainage Area, this is due in principal to the location of the culverted Clitterhouse Stream which has been shown to be at risk of flooding in the past.

## **2.1 Description of the Proposed Development**

Detailed planning permission is sought for the demolition of Beech Court, existing garages and other ancillary buildings and the erection of new buildings (including an extension to Nant Court) between two and six storeys in height (with additional basement levels in places) to provide 132 new dwellings in total (all use class C3), comprising 74 flats and 58 houses, together with associated reconfiguration of the site access arrangements and alterations to parking, landscaping, refuse, recycling



and other storage facilities and the provision of new play and communal amenity space.

A plan showing the overall layout of the proposed development has been provided at **Appendix 3** of this report.

The breakdown of the proposed accommodation is provided in the table below:

Unit Type		Affordable (Shared Ownership)	Market	TOTAL
<b>Flats</b>	1B 2P	17	15	<b>32</b>
	2B 3P	5	7	<b>12</b>
	2B 4P	14	16	<b>30</b>
<b>Houses</b>				
<b>Houses</b>	2B 4P	2	0	<b>2</b>
	3B 4P	2	0	<b>2</b>
	3B 5P	6	18	<b>24</b>
	4B 6P	0	30	<b>30</b>
<b>TOTAL</b>		<b>46</b>	<b>86</b>	<b>132</b>

*Table of proposed housing mix*

Proposed houses are to be predominantly three storey in form, although where relationships with adjacent and nearby existing built form requires, two storey dwellings are proposed. Block A is a predominantly 4 storey block with setback 5th storey above, whilst Block B is a three storey block to match the adjacent Nant Court form to which it is adjoined. Block C comprises a six storey element on the south western corner fronting the proposed new public open space, dropping down to four storeys beyond, with two and three storey elements at the south eastern and northern ends respectively.

The proposed houses are arranged in terraces of gable ended pitched roof properties reflecting the character of the surrounding residential streets. The houses are designed with large openings with deep window reveals and decorative brickwork detailing in places to break up massing and add interest. The houses are proposed to be almost exclusively brick in elevational treatment. Projecting bay windows are used on prominent flank elevations to add further interest and activity to otherwise blank frontages.

The three blocks of flats are also proposed to be finished in the same brick to create a consistent character across the site. All blocks are flat roofed in design and form, allowing the provision of green roofs and installation of photovoltaic panels whilst also minimising building heights and potential impacts upon existing residents.

The proposals incorporate the re-provision of the following pram sheds for the existing buildings. These are designed to replace existing pram sheds which would be demolished as part of the proposals. New pram sheds would be weather protected, secure and of the same height and size as the existing pram sheds to ensure adequate re-provision.

- Templewood, Harpenmead and Granville Point – 8No pram sheds per tower block
- Nant Court – 6No pram sheds
- The existing pram sheds for Mountfield would be retained as part of the proposals

The application proposes reconfiguration of the existing road layout to connect Granville Road through to Llanelly Road. The new route includes a sharp turn through the site to deliberately slowing traffic and preclude direct views through. The junction between Granville Road and Nant Road at the north of the estate will be altered to require vehicles to turn off Granville Road and Nant Road to enter the estate. Vehicle access from Granville Road through to Mortimer Close is prevented.

Existing pedestrian routes through the site are to be retained and enhanced through increased overlooking and appropriate boundary treatment in accordance with advice received from the Crime Prevention Design Advisor. This layout and approach also enhances the permeability of the site for cyclists, with secure cycle parking provided for residents and within the communal public realm areas.

Vehicle parking is to be provided through a combination of on-street parking, surface parking courts and basement parking below the two proposed detached flat blocks (Blocks A and C). In total, 330 spaces will be provided across the site, apportioned and allocated to serve proposed and existing dwellings on an equal basis, with no difference in provision between the two and provision based purely on dwelling size. This includes 28 disability spaces and also excludes two dedicated car club spaces provided on site.

Existing residents will be provided with 196 formal parking spaces, an increase of 46 spaces from the current formal provision and more than observed levels of parking across the estate.

A total of 188 secure cycle parking spaces are to be provided for the proposed dwellings and a further 36 spaces for visitors. This falls marginally short (by 3 spaces) of the London Plan standard but is considered to be acceptable by officers.

All residential units are designed to achieve Level 4 Code for Sustainable Homes (CfSH) certification. The development will deliver at least a 40% reduction in CO2 emissions above Building Regulations (2010), and include the provision of on-site renewable energy through the installation of 180 photovoltaic solar panels on the roofs of the proposed flat blocks and further provision to each house.

The application is accompanied by the following documents and supporting information:

- Planning Statement - DHA
- Design and Access Statement – LBA
- Transport Assessment - EAS
- Residential Travel Plan - EAS
- Draft Parking Management Plan - EAS
- PERS Audit Report - EAS
- Economic Viability Report (Submitted Confidentially) - Adams Integra
- Sustainability Report incorporating CfSH Pre-Assessment
- Energy Report - Robinson Associates
- Contamination Study - GEA
- Site Waste Management Plan
- Statement of Community Involvement
- Extended Phase 1 Ecology Report - PJC Ecology
- Open Space Assessment - DHA
- Arboricultural Impact Assessment - PJC Consultancy
- Daylight/Sunlight Report - Hawkins Environmental
- Draft Construction Management Plan
- Air Quality Assessment - Hawkins Environmental
- Noise Assessment - Hawkins Environmental
- Flood Risk Assessment & Drainage Strategy
- Utilities Assessment

#### Amended Plans/Additional Information

The following additional documents were submitted in December 2014 to supplement the information already submitted and deal with issues raised since submission:

- Amended Planning and Landscape Drawings;
- Updated Accommodation Schedule;
- Archaeological Desk Based Assessment;
- Transport Assessment Addendum;
- Updated Open Space Assessment;
- Design & Access Statement Addendum including new CGIs;
- Daylight, Sunlight & Overshadowing Assessment Addendum;
- Updated Internal Daylight Assessment Report;
- Updated Arboricultural Assessment;
- Amended CIL Form;
- Proposed Service Plan 2928 P1 (omitted in error from original Utilities Statement);
- Letter from EAS regarding FRA Clarifications;
- Letter from Robinson Associates re: Energy Statement Clarifications;
- Letter from PJC Ecology re: Ecology Report Clarifications.

A revised Archaeological Desk Based Assessment was submitted following the request received from English Heritage.

The proposed layout has been amended to increase the communal amenity area serving Granville Point by approximately 20% to ensure that it exceeds the area of

the existing communal fenced area serving the block. This is also reflected in an updated Open Space Assessment.

Minor amendments to the layout in response to comments received from the Designing Out Crime Officer. These include increased security of boundary treatments in areas across the site and more detail on the access control strategy to communal areas and the proposed flat blocks.

Amendments to internal house layouts and some window openings to optimise daylight - a revised Internal Daylight and Sunlight Assessment has now been submitted, including an assessment of Sunlight and Overshadowing.

The submitted Design & Access Statement Addendum includes a detailed schedule of the minor design amendments made to the scheme since original submission and also includes a schedule of minor changes to the original report for completeness.

For a number of the proposed houses, two internal layout options were originally shown. In each case, only one layout is now proposed to avoid any confusion and these layouts have all been informed by the daylight & sunlight assessment work. These changes are all also reflected in the updated Accommodation Schedule, with habitable rooms and amenity space requirements audited to reflect the current plans and ensure compliance with all policy design requirements and London Plan space standards.

The addendum to the Daylight, Sunlight & Overshadowing Assessment provides further information including clarification of the BRE Guidance in respect of existing properties already affected in daylight terms by balconies above and the assessment of ground floor windows to the new development at 124-128 Granville Road. The addendum also confirms that the ground floor kitchens in Templewood Point fall below the Council's size threshold for habitable rooms. These changes have significantly improved the results of the assessment, with 54 rooms previously falling below the relevant BRE guidance thresholds now reduced to just 4. As the report details, in these 4 instances, daylighting has been maximised as far as possible and practicable, but further amendments are not possible due to other constraints which take precedent (e.g. avoiding overlooking, ensuring adequate balcony provision, and car port provision for a wheelchair house). These significantly improved results will therefore ensure the amenity of prospective occupants is optimised.

A revised Arboriculture Impact Assessment report has been submitted reflecting the amended layout and addressing comments received from the Council's Tree Officer.

### **3. PLANNING CONSIDERATIONS**

#### **3.0 Principle of redeveloping the site for the residential use proposed**

The NPPF seeks to ensure that in the pursuit of sustainable development positive

improvements in the quality of built, natural and historic environment as well as in people's quality of life are made (paragraph 9). It also advocates more efficient use of land within the urban area, some of which is previously developed.

London Plan policy 2.14 *Areas for Regeneration* encourages London Borough's to identify areas for regeneration and set out integrated spatial policies that bring together regeneration, development and transport proposals.

The Granville Road Estate is identified within Policy CS3 as a priority housing estate for residential redevelopment. This policy sets out the Borough's spatial strategy for the distribution of growth to meet housing aspirations and identifies five priority housing estates where a greater range and variety of accommodation will be delivered and regeneration promoted.

Policy CS3 further sets out that the Granville Road estate will provide 140 new homes (net) in the period 2011/12 to 2015/16.

The Core Strategy thus offers clear policy support for new residential development at Granville Road Estate. The document is up to date, having been adopted in 2012, and therefore consistent with London Plan Policy as adopted in 2011. The Policy has been subject to public consultation and independent examination and found to be sound.

In offering further context to the estate's identification as a priority housing estate for new development, the Core Strategy states at para 7.2.12:

*"The Granville Road Estate was built in the 1960s and consists of three 15 storey tower blocks and a further three blocks of low rise housing. It is in need of capital investment to refurbish the tower blocks and also to improve the estate environment and integrate it with the surrounding community. Within the estate there are some surplus lands and these offer the opportunity to build some additional homes for private sale, and intermediate housing for sale, thus creating a mixed tenure community. The regeneration of the estate will be in two phases. The first phase the refurbishment of the tower blocks is under way and the second phase will be the building of new homes. It is expected that in the range of 130 to 140 new homes will be built. New homes are expected to be delivered by 2016."*

The principle of new development was originally established through the adoption of the Granville Road Planning Brief in 2008. This document has never formed part of the statutory development plan but was subject to public consultation and clearly confirms the intention to deliver new residential development at the site. The brief was prepared at a time when the intention was for the new development to help fund the programme of tower refurbishment. It establishes the principle of new housing development on land within the estate. This has now been incorporated in the 2012 Core Strategy which makes it clear that new housing on the Estate will assist in delivering a mixed community, estate environment enhancements and better integration with the surrounding area whilst contributing towards meeting the Borough's wider housing needs.

The principle of new development on surplus and underutilised land within Granville Road Estate is therefore firmly established within the adopted Local Plan although an assessment of any development scheme in terms of open space provision is required in order to determine what is 'surplus' to ensure that existing and future residents are provided with sufficient quantum and quality of space. The impact on existing open space within the estate is considered in more detail in sections below.

Phase 1 comprising refurbishment of the towers has been completed. This application thus relates to the second phase as identified in the Core Strategy with the aim of using surplus lands to create a mixed tenure community to improve the estate environment and integrate it with the surrounding community.

The proposed development has the potential to deliver substantial regeneration benefits in terms of new housing, social, and physical improvements. The proposals are therefore considered to be an acceptable form of development on the site in principle, subject to compliance with other policies and assessment detailed later in this report.

## Housing

London Plan Policy 3.3 *Increasing Housing Supply* seeks to ensure the identified housing needs are met to improve housing choice and affordability and provide better quality accommodation. It also identifies the contribution that sensitive renewal of existing residential areas can make to realising brownfield housing capacity. In terms of housing provision the London Plan sets a strategic target to provide 22,550 additional homes in the London Borough of Barnet between 2011 and 2021. The provision of additional new homes at Granville Road Estate will contribute towards the planned delivery of this target.

The targeted growth at the Borough's priority estates (as set out in Local Plan policy CS3) is in accordance with the Borough's Place Shaping Strategy of Protection, Enhancement and Consolidated Growth. The proposed development also meets the London Plan objectives regarding sustainable development and ensuring equal opportunities for all with high quality of life as set out in Policy 2.6 and 3.1.

Given the existing estate and the predominantly residential character of the area, particularly to the east and west, it is appropriate that development on the site is residential. This position is supported by policy, with CS1 of the Core Strategy identifying the need for new housing development and identifying the site within Policy CS3 as an area in need of regeneration and for new housing. There is no development plan policy specific to the site which requires any alternative or additional uses.

Policies CS1 and CS3 of the Barnet Core Strategy expect new developments 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. As is set out in other sections of this report in greater detail the

proposal is considered to be compliant with the objectives of these policies. The site has a Public Transport Accessibility Level of 3 and is within short walking distance of a number of bus stops. The layout of the roads/footpaths within and surrounding the site makes pedestrian movements relatively simple. The site is therefore considered to have good access to public transport which ensures that the proposal accords in principle with the aims of sustainable development as set out within the NPPF.

In light of the various considerations outlined the principle of re-developing the site to provide residential dwellings is deemed to be acceptable, subject to compliance with other planning policies.

### Former Garth House and Garth Community Centre

The matter of sheltered housing re-provision has previously been considered by the Council following the fire at Garth House and this is set out within the Cabinet Report dated 5th March 2009, after publication of the Estate's Planning Brief in 2008. This Cabinet Report states that at that time, there was an over-supply of rented sheltered accommodation in the borough, estimated to be equivalent to 282 units (Paragraph 3.3).

The over-supply of sheltered accommodation is also confirmed within the Core Strategy Paragraph 9.3.3 which states that "*our analysis shows there is an oversupply of traditional rented sheltered housing with a peak of 300 units expected by 2015*". The Core Strategy identifies a need for extra care accommodation of about 500 homes over the next 15 years, being generally flatted accommodation with a range of facilities on the premises with support and 24 hour care. Accommodation of this nature is not referred to within Policy CS3.

Policy CS11 specifically identifies the remodelling of existing residential care homes to other forms of special accommodation to widen choice and new provision where it addresses the priorities of NHS Barnet and the Council's Adult Social Services. The Housing Department has confirmed that there is no need for additional sheltered or other specialist accommodation at the site.

The Cabinet Report (5th March 2009) also considered the future of the former Garth Hall and confirmed that the community centre would be unviable to retain in isolation. The report also recognises the existence of other community facilities in the area and as with the sheltered housing accommodation, the decision was taken by the Council not to retain or re-provide the community centre. There remains alternative supply and choice for community facilities in the area.

This proposed development generates a Barnet Community Infrastructure Payment (CIL) payment of £1,291,410. CIL is the flat rate tariff applied to new residential floorspace created by developments to generate financial contributions required to mitigate the impacts of development. This can include infrastructure such as education, health facilities and community buildings. CIL is directed towards infrastructure in accordance with the Council's priorities and the Infrastructure Development Plan.

Core Strategy Policy CS10 expects new development that increases the demand for community facilities and services to make appropriate contributions towards new and accessible facilities. The proposed development therefore provides a contribution through CIL that could be used towards community facility enhancements in the local area if necessary in accordance with Policy CS10.

### **3.1 Open Space Assessment**

#### **Policy context**

Development Management policy Policy DM15 requires protection of public open space and states:

- i. *“Open space will be protected from development. In exceptional circumstances loss of open space will be permitted 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. Any exception will need to ensure that it does not create further public open space deficiency and has no significant impact on biodiversity.**
- ii. *In areas which are identified as deficient in public open space, where the development site is appropriate or the opportunity arises the council will expect on site provision in line with the standards set out in the supporting text [para 16.3.6].”*

Supporting paragraph 16.3.6 states:

*“The success and value of an open space network is dependent on three principal factors: the quantity, quality and accessibility of open spaces. These three factors are used to assess the level of need in Barnet. The Assessment applies these factors to the existing open spaces in the borough to create a standard for Barnet. Where a development is in an area of deficiency for publicly accessible open space new open space should be provided in line with these standards:*

- *Parks (1.63 hectares per 1,000 residents)*
- *Children’s play (0.09 hectares per 1,000 residents)*
- *Sports pitches (0.75 hectares per 1,000 residents)*
- *Natural green spaces (2.05 hectares per 1,000 residents).”*

Core Strategy Policy CS7 seeks to improve Barnet’s green infrastructure through a number of specified means, including (amongst other things) securing improvements to open spaces including provision for children’s play, sports facilities and better access arrangements, where opportunities arise, from all developments that create an additional demand for open space.

London Plan Policy 7.18 states that *“the loss of local protected open spaces must be resisted unless equivalent or better quality provision is made within the local catchment area”*. This is consistent with London Plan Policy 2.18 and the NPPF, which states that existing open spaces should not be built on unless it meets one of three criteria, including that *“an assessment has been undertaken which has clearly*



*shown the open space, buildings or land to be surplus to requirements” or that “the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location” (NPPF, para 74).*

There is therefore a consistent approach to the loss of open space in the development plan, requiring any development resulting in this to provide better quality provision. This accords with exception b) of Policy DM15, the green infrastructure enhancement principles of Policy CS7 and the London Plan. Given Core Strategy Policy CS3 and the identification of the estate for new residential development on ‘surplus’ land, it is therefore necessary to consider the detail of the proposed development at the Granville Road Estate in terms of quantum and quality of existing open space, impact of the scheme on that open space and the quality of new open space being provided. Full regard must also be had to other parts of the development plan relating to the amount and typology of new provision in respect of playspace, private and communal amenity space and public open space.

An Open Space Assessment prepared by DHA Planning was submitted with the application which considers the impact of the proposed development in respect of development plan policy and other guidance relating to open space provision, specifically with regard to private and communal amenity space, playspace and public open space. The report considered the impact on the estate as a whole, including both existing and proposed dwellings and residents. An updated version, Open Space Assessment Rev.A was submitted in December 2014 following an audit of the proposed open space provision on site.

#### Existing Open Space Provision on the Estate

The site is currently characterised by areas of verge and open areas of grassland with some tree cover. There is no existing provision of formal play equipment on site, although it is understood that historically there used to be an adventure play area south of Athena and Aphrodite some years ago which suffered from vandalism and lack of maintenance and so the applicants were informed, was never replaced.

All open areas on site are publically accessible with no communal areas designated to individual flat blocks save for some small areas at the base of the towers which are fenced off. However, these are not large in size, generally fragmented and lack planting or play equipment. The areas are marked by waist high metal hooped railings and have no privacy from the adjacent public areas and therefore whilst they are delineated around the blocks, they offer no privacy, seating or planting and therefore their useability is limited. Planting around the edge of the grassed area south of Nant Court offers some privacy for use by residents, but this is not formally designated to that block.

Some existing flats (excluding Beech Court which is proposed for demolition) benefit from existing balcony provision, totalling 696m<sup>2</sup> in area. These are spread across all blocks to be retained, with more limited provision at Nant Court and Mountfield.

Land north east of Mortimer Close along the southern boundary of the site is listed in the Council's online Parks Directory under 'Mortimer Close Open Space' and as "suitable for small events". This space as designated in the Directory measures 255m<sup>2</sup> and is split between two parcels either side of the road. This space is also included in the Council's Open Space Assessment under site reference 102. No other parts of the site feature in the Council's Open Space Assessment as formal open space.

Existing public and communal open space on site totals 12,046m<sup>2</sup>.

This existing provision lacks any private or semi-private space designated to individual blocks, any formal seating or other street furniture, formal playspace and variety in landscaping and appearance and therefore fails to fully satisfy the detailed design and typology guidance set out within the Residential Design Guidance SPD (Paragraphs 8.3 to 8.9). In particular, the guidance states that "*all dwellings should have access to outdoor amenity space that is not overlooked from the public realm and provides a reasonable level of privacy*", something not currently provided across the site as previously identified. It is clear however that notwithstanding this, the space does perform the function of amenity space for existing residents.

#### Amenity Space Policy Requirements for Existing Retained Units

Plans for the existing blocks which are to be retained have been examined to establish the corresponding numbers of habitable rooms using the Council's Residential Design Guidance DPD definition of a habitable room. The kitchens in all three towers fall below 13m<sup>2</sup> in area and accordingly the 1-bed units (ground floor only) have 2 habitable rooms and the 2-bed units 3 habitable rooms. In Mountfield, Nant Court, Aphrodite, Athena and Beech Court the 1-bed units have 3 habitable rooms and 3-bed units 5 habitable rooms in accordance with the Residential Design Guidance DPD definition.

Based upon the schedule of existing accommodation on the estate, a total amenity space provision requirement of 4,505m<sup>2</sup> is applied using the 5m<sup>2</sup> per habitable room requirement of the Council's adopted Sustainable Design & Construction DPD Table 2.3.

The existing quantum of open space on the estate significantly exceeds the overall current policy requirement by 7,541m<sup>2</sup> (and 8,237m<sup>2</sup> when accounting for existing balcony provision). However the existing space is poorly designed, lacks playspace and other features and does not offer a range facilities and useable spaces. It is therefore considered that there is a clear opportunity for the quality of the amenity space on the estate to be enhanced in accordance with the Residential Design Guidance SPD. With the exception of the balcony provision, the existing space on the estate does not include any private or semi-private amenity space allocated to the blocks (what space is fenced off offers no privacy). Therefore, when assessed against the minimum amenity space standards set out within the development plan, there is a surplus of space at the Estate, consistent with Paragraph 7.2.12 of the Core Strategy.

## Playspace Policy Requirements for Existing Retained Units

London Plan Policy 3.6 states that *development proposals that include housing should make provision for play and informal recreation, based on the expected child population generated by the scheme and an assessment of future needs.* The 2012 London Plan 'Shaping Neighbourhoods: Play and Informal Recreation SPG' replaced the previous 2008 SPG and offers the primary policy guidance on open space provision with regard to playspace and recreation.

Barnet Development Management Policy DM02 confirms that London Plan Policy 3.6 will form the basis for assessing development in relation to playspace provision.

At present, none of the existing open space at Granville Road fits the London Plan typologies for formal equipped playspace. The undulating grassed areas on site fulfil some of the more informal landscaped characteristics of the, but lack many of the features listed including seating and formal and natural play equipment and adventure play.

Athena and Aphrodite Court, two existing private blocks of flats, currently lie outside of the proposed development boundary. Due to their location and access arrangements it is reasonable to assume that the residents of these blocks currently benefit from the existing amenity spaces within the Granville Road Estate (there is no provision within their own immediate site) and therefore would be affected by the proposals. The requirements for these blocks have therefore been included within the open space assessment.

Using the GLA Child Yield Calculator, it is established that the existing policy requirement for on-site playspace (0-11 year olds) is 1,510m<sup>2</sup>, based on 10m<sup>2</sup> per child and the schedule of existing accommodation.

As with amenity space, the existing quantum of open space on the estate significantly exceeds this figure. However, whilst it represents open grassed areas where children can play, it does not include any formal or informal playspace and no areas that conform fully with the London Plan typologies. This therefore provides an opportunity for the value of the open space to be considerably enhanced by incorporating on-site play.

## Amenity Space Requirements for Existing and Proposed Units

In assessing the impact of the proposals in terms of open space, it is necessary to consider both the new dwellings proposed and the existing units to be retained, thus ensuring that a suitable level and type of provision is made for new and existing residents alike. The table below provides a breakdown of the proposed and retained accommodation.

All of the proposed houses are to be provided with private amenity space in accordance with Development Management Policy DM02 and in accordance with Table 2.3 of the Sustainable Design & Construction SPD. This provision comprises a mix of private rear gardens and balconies/terraces where required. Front gardens

have not been counted towards private amenity provision. Private rear gardens and terraces serving the proposed houses on site as proposed total 4,815m<sup>2</sup>.

*Table of accommodation schedule of existing (to be retained) and proposed units*

	FLATS			HOUSES			TOTAL	Total Hab. Rooms
	1-Bed	2-Bed	3-Bed	2-Bed	3-Bed	4-Bed		
Mountfield	5	0	10	0	0	0	15	65
Nant Court	15	0	26	0	0	0	41	175
Granville Point	2	58	0	0	0	0	60	178
Harpenmead Point	2	58	0	0	0	0	60	178
Templewood Point	2	58	0	0	0	0	60	178
Aphrodite	0	8	0	0	0	0	8	32
Athena	0	8	0	0	0	0	8	32
Proposed	32	42	0	2	26	30	132	581
<b>TOTAL</b>	<b>58</b>	<b>232</b>	<b>36</b>	<b>2</b>	<b>26</b>	<b>30</b>	<b>384</b>	<b>1,419</b>

Based on the assessment of amenity space policy requirements for the number of existing units, and having regard to the loss of Beech Court, the amenity space requirement for the existing residents on the estate equates to a minimum provision of 4,190m<sup>2</sup> of private and communal amenity space in accordance with the approach set out within the Sustainable Design & Construction SPD. Existing balconies to be retained amount to 696m<sup>2</sup>. This leaves a residual requirement of 3,494m<sup>2</sup> to serve existing residents in accordance with policy.

The proposed flat blocks comprise 262 habitable rooms (accounting for any habitable room exceeding 20m<sup>2</sup> counting as two habitable rooms), yielding an amenity space requirement for new flatted residents of 1,310m<sup>2</sup>. All proposed flats benefit from private balcony or terrace provision. Discounting any provision which exceeds the minimum amenity space requirement for an individual flat (i.e. to ensure that where a proposed flat benefits from private amenity space provision in excess of its minimum requirements, it does not count towards meeting the needs of others on site who would not have any access to that space), the proposed private balcony and terrace provision on site measures 795.8m<sup>2</sup>, leaving a residual requirement for new flatted residents of 514.2m<sup>2</sup>.

Accordingly, the total requirement for amenity space provision to serve existing flats (excluding Beech Court) and proposed flats is 4,008.2m<sup>2</sup>.

All proposed flats include private outdoor space provision in the form of balconies or terraces that meet or exceed the minimum space requirements of the Mayor's Housing SPG (5m<sup>2</sup> per 1-2 person dwelling and an additional 1m<sup>2</sup> per additional occupant).

Total proposed amenity space provision on site (excluding private gardens, balconies and terraces) measures 5,156m<sup>2</sup>, 1,147.8m<sup>2</sup> in excess of the Sustainable Design & Construction SPD minimum provision requirement.

The Sustainable Design & Construction SPD states that “*for flats, options include provision communally around buildings or on roofs or as balconies. Whatever option is chosen it must be usable*”. As the plans show, wherever possible amenity space is provided directly adjacent to the individual flat blocks and in a manner which allocates that land communally for the residents of that block, offering semi-private space through layout, treatment and planting (these spaces total 2,820m<sup>2</sup>). This is in stark contrast to the existing provision on site where the designated communal space to the towers lacks any privacy from the surrounding public spaces, planting or interest and is therefore of a lesser quality. All amenity space to be provided on site is useable being accessible, safe and landscaped.

In each case, the provision of communal space has been maximised to each block as far as the geography of the site and parking and highway requirements allow. Where the existing block on the estate already benefit from communal areas, the new space proposed represents an increase in area. Mountfield and Nant Court will benefit from dedicated and defined communal space which is presently lacking, whilst the proposed communal areas to serve Templewood Point and Harpendmead Point will increase in size by 198m<sup>2</sup> and 214m<sup>2</sup> respectively. The communal amenity space proposed for Granville Point has been increased to 300m<sup>2</sup> which is an increase compared to the existing provision.

Additional to these communal spaces attributed to individual blocks is general public amenity space which, as is currently the case on site, is available for use by all residents. This general site provision amounts to 2,336m<sup>2</sup>, additional to the 2,820m<sup>2</sup> of communal amenity space provided.

Whilst the above calculations demonstrate that there is cumulative provision made on site which exceeds the policy requirements for the development (and existing residents), it is also important to consider the distribution of and access to this, to ensure that residents of each block have access to adequate levels of amenity space and that distribution of this is equitable.

*Table of Block by Block Amenity Space Assessment*

Block	Hab Rooms	Amenity Space Requirement (sq. m)	Balcony Discount (sq. m)	Residual Requirement (sq. m)	Proposed Communal Provision (sq. m)	Shortfall (sq. m)
Mountfield	65	325	3.2	321.8	340	0
Nant Court	175	875	6.4	868.6	450	418.6
Block B	7	35	27.4	7.6	0	7.6
Granville Point	178	890	228.8	661.2	300	361.2
Templewood Point	178	890	228.8	661.2	360	301.2
Harpenmead Point	178	890	228.8	661.2	460	201.2
Block A	142	710	429.5	280.5	230	50.5
Block C	113	565	338.9	226.1	680	0
A & A	64	320	0	320	0	320
<b>TOTAL</b>	<b>1,100</b>	<b>5,500</b>	<b>1,491.8</b>	<b>4,008.2</b>	<b>2,820</b>	<b>1,660.3</b>

As the above table shows, Mountfield and Block C have their amenity space requirements met wholly by their own communal provision. All other blocks have a residual amenity space requirement after accounting for balcony provision (excluding any individual exceedances above the amenity space requirements for each unit) and communal amenity space provision. This residual must therefore be met by public amenity space across the site to ensure each resident has access to sufficient levels of amenity space in accordance with policy.

The development proposes 2,336m<sup>2</sup> of public amenity space which is 675.7m<sup>2</sup> above the residual requirement.

Therefore, notwithstanding that the development will result in a reduction of open space compared to the existing estate conditions, the proposed development would provide for an overall quantum of amenity provision in accordance with and exceeding the 5m<sup>2</sup> per habitable room policy requirement and in a manner which significantly increases the provision of semi-private communal amenity space to each of the existing blocks and for existing residents.

Mountfield and Nant Court will benefit from dedicated and defined communal space which is presently lacking, whilst the proposed communal areas to serve Templewood Point and Harpendmead Point will increase in size by 198m<sup>2</sup> and 214m<sup>2</sup> respectively. The scheme originally submitted showed a slight reduction in the size of the communal amenity area serving Granville Point. Amendments have however now been made to ensure this is not the case, with the scheme now proposing a 300m<sup>2</sup> communal area, representing an increase over the existing provision.

The development proposed will offer useable amenity space with good levels of privacy and a significant enhancement in quality and usability from the existing situation. The application is compliant with the development plan and supplementary design guidance. This provision also includes the 3,308m<sup>2</sup> of proposed on-site playspace (detailed below) which forms an integrated part of the wider amenity space offer and is distributed across the site to ensure adequate accessibility and quantum of provision to all existing and proposed residents of the estate.

## Playspace Requirements for Proposed Units

The proposed playspace strategy offers a generally natural and informal approach to play and one which is consistent with the applicable typologies set out within the London Plan SPG (2012). The applicant has advised that this is also consistent with comments received during the public consultation events.

The scheme is based on a provision level of 10m<sup>2</sup> playable space per child. The total requirement has been generated having regard to existing and proposed residents on the site and for robustness has included consideration of Athena and Aphrodite who could reasonably be said to utilise the existing open space on site. Following this approach the requirements of the development are set out in the table below.

*Table of playspace requirements*

	No. of Children	Play space Requirement	Play space Typology	Required Location
Under 5	131	1,310m <sup>2</sup>	Doorstep Playable Space Local Playable Space Neighbourhood Playable Space	On site – within 100m of dwellings
5 to 11	60	600m <sup>2</sup>	Local Playable Space Neighbourhood Playable Space	On site or Off Site if existing provision within 400m
12+	29	290m <sup>2</sup>	Youth Space Neighbourhood Playable Space	On Site or Off Site if existing provision within 800m.
<b>TOTAL</b>	<b>220</b>	<b>2,200m<sup>2</sup></b>		

Total proposed provision on site for Under 5's play measures 2,598m<sup>2</sup> (1,288m<sup>2</sup> above the minimum London Plan requirement), exceeding the policy requirement and therefore meeting the needs of existing and proposed residents alike.

For the under 5 age group, the proposed design provides a total of 2,598m<sup>2</sup> of Doorstep Playable Space within the site boundary which is almost double the London Plan minimum requirement for this age group. Additional to this is a further 710m<sup>2</sup> of Local Playable Space is provided which is suitable for 0-11 age group in accordance with the London Plan SPG typologies.

This is also no top of the provision of private rear gardens to the proposed houses which the London Plan SPG confirms would otherwise be a legitimate basis for applying a discount to the required level of Under 5's provision. Accordingly, it can be seen that the proposals include under 5's playspace provision significantly in excess of the 1,310m<sup>2</sup> required by policy.

All proposed playspaces are no less than 100m<sup>2</sup> in area and all proposed houses and flats will lie within a 100m walking distance of a playspace, again meeting the London Plan SPG requirements.

In response to comments received during the public consultation exercise, what was previously proposed as the main centralised playspace south of Nant Court (the Pocket Park) has been reduced in size with half of the space now given over to Nant Court residents and the remainder as incidental amenity space serving the wider site. This addresses concerns raised by residents in respect of a single 'park' creating opportunities for anti-social behaviour and Nant Court residents' concerns over the lack of allocated semi-private space for their own specific use. This change to the scheme is accompanied by a new doorstep playspace strategy which distributes this across the site and includes dedicated communal amenity space serving each existing and proposed flat block, incorporating playspace for Under 5's.

Comments were also received in respect of the original masterplan that raised concern over the loss of green space between Harpenmead and Granville Point towers. In response, the scheme and proposed site layout was amended to remove the previously proposed rear parking area to The Row, thus providing new opportunities for safe and overlooked playspace provision here.

A variety of play is to be provided across the site, providing a mix of natural and more formal play and equipment including sculptures, upturned trees, climbing nets, balancing logs and wooden discs, boulders, mounding, inset paving, coloured inlays and trampolines and sound tubes. This provision will create a high quality natural approach to play consistent with the wider landscape approach and character of the site and the Doorstep Play London Plan SPG typology. This also overcomes residents' expressed concerns regarding the provision of more traditionally equipped play areas (i.e. swings and roundabouts etc). The treatment and design of the proposed playspaces are considered to be acceptable.

The total required space on site for the 5-11 age group is 600m<sup>2</sup> (as per the GLA Toolkit) to meet existing and proposed residents' needs. Given the size of the proposed development, this provision should be met on site by Local Playable Space (following the London Plan typologies), which must be within 400 metres walking distance from development and no less than 300m<sup>2</sup> in area. The proposed playable space located within the central open space between Harpenmead and Granville Point Towers measures 710m<sup>2</sup> in area, exceeding both the minimum Local Playable Space typology area and the minimum provision requirement for the 5 to 11 age group following the London Plan SPG methodology. It is also within 400 metres walking distance from all proposed houses and flats on site. This space is designed to include undulating changes in levels with natural play features designed into the landscape including upturned trees and trees with climbing nets, fitting the Local Playspace typology set out in Table 4.6 of the London Plan SPG.

The total proposed playspace provision on site exceeds the combined requirement for the 0 to 5 age group and 5 to 11 age group and is met in full in accordance with the London Plan typology hierarchy through a combination of Doorstep Playable Space and Local Playable Space.

A total of 290m<sup>2</sup> Youth Space is required for the age 12-plus group (as per the GLA Toolkit) to serve both existing and proposed residents, which is adequately provided



off site by Childs Hill Park and Basing Hill Park (both of which are largely within a 400m walking distance of the proposed site boundary) which offer a type of provision in line with the corresponding Youth Space typology. The site falls comfortably within the maximum 800 metre walking distance, with the furthest walk from a proposed dwelling on site to Childs Hill Park being 448 metres. In this regard, provision for the 12+ age group is consistent with the London Plan SPG (Table 4.5).

### Public Open Space

The Council's Open Space and Recreational Facilities Assessment, 2009 confirms that the Childs Hill area within which the application site is located currently has 1 District Park, 12 Local Parks (including Childs Hill Park itself located less than 100 metres north east of the application site, Basing Hill Park located 300 metres to the north at its nearest point, and Elm Park located 250 metres to the south east), with a total of 60.98 hectares of public park at 1.26 hectares per 1,000 people. This falls slightly below the Borough's average provision of 1.55ha per 1,000 population and is deemed to be an area of deficiency for District Park provision.

The entirety of the application site falls within 400 metres of a Local Park (Childs Hill Park) but the nearest District Park (Hampstead Heath Extension) lies 1.3 kilometres away, just exceeding the 1.2 kilometre radial distance accessibility standard applied within the Open Space and Recreational Facilities Assessment.

Having regard to the important role that Childs Hill Park plays in providing for local Youth Space (as per the London Plan playspace typologies) and local public open space provision, particularly in light of the area's deficiency in District Park provision, a financial contribution of £210,000 will be secured through the section 106 agreement to directly fund enhancements to Childs Hill Park. This equates to over £1,500 per proposed new unit.

Based upon the initial costings supplied by the Council's Greenspaces officers, it is anticipated that this contribution will as a minimum be able to fund the following schemes for the park:

*(1) Surfacing of existing tennis courts*

The Council have confirmed that this is a resident-led proposal and will provide a new tarmac surface and fencing. This has strong links to the Council's sports and participation initiatives.

*(2) Enhancements to existing play equipment provision*

New outdoor gym equipment has recently been procured and installed and this would provide additional new formal play equipment for the park.

*(3) Enhancements to footpath network*

This work would comprise the upgrading of the perimeter path around the park.

It is understood that these works could complement other initiatives being pursued by the Friends of Childs Hill Park group. They will also each enhance the play offer at the park in accordance with the London Plan SPG typologies for the 12+ age group, in particular where it will provide new or improved formal sports provision.

### Conclusion for open space

Existing public and communal open space on site totals 12,046m<sup>2</sup>. However this space lacks features that comply with the various London Plan playspace typologies, offers very poor quality communal space for residents which lacks any privacy, includes poorly managed areas with little landscape interest or variety of planting and includes a number of spaces that lack surveillance and fail to contribute towards a safe and inclusive area.

The proposals will result in a reduced overall quantum of open amenity space at the site, and therefore falls to be considered against Policy DM15 of the Development Management Policies DPD and CS7 of the Core Strategy.

The total proposed amenity space provision on site (excluding private gardens for the houses and balconies and terraces for the flats) measures 5,156m<sup>2</sup>. This comprises 2,820m<sup>2</sup> of communal amenity space specific to each block and 2,336m<sup>2</sup> of public amenity accessible to all. This exceeds the policy requirement of 4,008.2m<sup>2</sup> for amenity space provision to serve existing flats (excluding Beech Court) and proposed flats. A further 795.8m<sup>2</sup> of private balcony and terrace space will be provided for the proposed flats on site. Within the overall amenity space provision there will be 3,308m<sup>2</sup> of play space which is appropriately designed and provides equipment and facilities for the 0-5 age group and 5-11 age group.

Notwithstanding this reduction in area, the resulting provision remains policy compliant as set out above and delivers a number of enhancements:

- (1) Dedicated playspace for children aged 0-11 on site which is currently absent;
- (2) Allocated landscaped communal semi-private amenity areas for existing residents (of increased size) which is currently absent from Nant Court and Mountfield and poor in quality with no privacy;
- (3) A high quality and coherent scheme of landscaping and new planting delivered alongside improved pedestrian and vehicle routes with managed parking;
- (4) Safer open spaces which are better overlooked;
- (5) A more legible and inclusive layout, enhancing accessibility to the proposed spaces both on and off site;
- (6) Section 106 contribution towards enhancements to nearby Childs Hill Park to the benefit of existing and proposed residents of the site and wider area.

The development will deliver a programme of enhancements in the quality and function of existing retained open space alongside the delivery of new high quality open space to the standards prescribed in the development plan. This will enhance the quality of the existing provision and therefore is considered to provide justification for a reduction in overall open space area on the estate arising from the development and ensure compliance with the development plan.

Given the above, the proposed open spaces will represent enhanced, improved and better spaces which therefore satisfy the policy requirements of London Plan Policies

2.18 and 7.18, Core Strategy Policy CS7 and Development Management Policy DM15.

### **3.2 Tenure and Dwelling Mix**

Barnet Development Management policy DM08 relates to ensuring a variety of sizes of new homes to meet housing need. It states that development should provide where appropriate a mix of dwelling types and sizes in order to provide choice for a growing and diverse population for all households in the borough.

London Plan Policy 3.9 Mixed and balanced communities states that communities mixed and balanced by tenure and household income should be promoted across London through incremental small scale as well as larger scale developments which foster social diversity, redress social exclusion and strengthen communities' sense of responsibility for, and identity with, their neighbourhoods. They must be supported by effective and attractive design, adequate infrastructure and an enhanced environment. It goes on to say that a more balanced mix of tenures should be sought in all parts of London, particularly in some neighbourhoods where social renting predominates and there are concentrations of deprivation.

The mix of dwelling types proposed in the development is as follows:

- 32 x one bedroom two person flats (approximately 24% of the dwellings)
- 12 x two bedroom three person flats (approximately 9% of the dwellings)
- 30 x two bedroom four person flats (approximately 23% of the dwellings)
- 2 x two bedroom four person house (approximately 1.5% of the dwellings)
- 2 x three bedroom four person house (approximately 1.5% of the dwellings)
- 24 x three bedroom five person house (approximately 18% of the dwellings)
- 30 x four bedroom six person house (approximately 23% of the dwellings)

Across the site, 76% of the homes (100 units) would provide family accommodation of 3 persons or more, in line with Policy DM08. 41% would be for larger family homes of 5 persons or more, which amounts to more than half of the total proposed provision in habitable rooms. The application will thus make a meaningful contribution towards meeting local housing needs for family accommodation.

All of the dwellings proposed would meet or exceed the minimum internal floor space standards for that type of residential unit (specified in Table 3.3 of the London Plan) and would achieve the relevant Lifetime Homes Standards. 14 (10%) of the units proposed would meet wheelchair accessible standards or be easily adaptable to achieve wheelchair accessible standards. All of the dwellings in the new build element of the development would achieve Code for Sustainable Homes Level 4.

The scheme would provide a total of 46 affordable housing units on site. This equates to approximately 35% of the total new dwellings proposed. The affordable housing units would all be provided as Intermediate (Shared Ownership) units comprising:

- 17 x one bedroom two person flats

5 x two bedroom three person flats  
 14 x two bedroom four person flats  
 2 x two bedroom four person houses  
 2 x three bedroom four person houses  
 6 x three bedroom five person houses.

This will result in a change in the overall mix of estate tenure upon the completion of the new development, which will be 43% private housing, 44 % social rented and 13% shared ownership. The total amount of affordable housing within the estate will be approximately 57%.

The dwelling mix proposed is considered to include an appropriate range of dwelling sizes and types that would make a useful contribution to meeting the needs of the growing and diverse population of the borough. The Housing Development Partnership Team has confirmed that there is demand for the type of affordable units proposed and an independent review of the viability of the scheme (discussed in greater detail in section 3.7 below) has confirmed that this is the maximum contribution that it is viable for the development to make to the provision of affordable housing in the borough.

In light of these factors it is considered that, in this instance, the dwelling mix proposed is acceptable and compliant with planning policy.

### **3.3 Density of development**

London Plan policy 3.4 seeks to optimise the housing output of sites taking into account local context and character, the design principles in chapter 7 of the London Plan and public transport capacity. Developments should optimise housing output for different types of location within the relevant density range shown in Table 3.2 (set out below). Development proposals which compromise this policy should be resisted.

Table 3.2 Sustainable residential quality (SRQ) density matrix (habitable rooms and dwellings per hectare)

Setting	Public Transport Accessibility Level (PTAL)		
	0 to 1	2 to 3	4 to 6
<b>Suburban</b>	<b>150-200 hr/ha</b>	<b>150-250 hr/ha</b>	<b>200-350 hr/ha</b>
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 application site is in a location with a PTAL of 3. In terms of its 'setting' the site is considered to fall within an area of transition using the features identified in the London Plan.

The area is an urban area with relevant characteristics and the surrounding residential roads have strong suburban characteristics. Taking these factors into consideration the London Plan density matrix would suggest a range of somewhere between 55 and 145 units per hectare or 200 to 450 habitable rooms per hectare where an average of 3.1 to 3.7 habitable rooms per unit is proposed.

Using the approach in the London Plan the 132 dwellings proposed include an average of 3.68 habitable rooms per unit. As the site has an area of 3.63 hectares (as defined within the London Plan Housing SPG (Paragraph 1.3.14) and being the red line area excluding the adoptable length of Granville Road as proposed) this equates to a density of approximately 103 units per hectare (tolerance of 55-145 London Plan Guide) and 358 habitable rooms per hectare (tolerance of 200 – 450 London Plan Guide). The proposal therefore falls firmly within the appropriate density range in respect of the number of units and habitable rooms proposed.

The scheme is considered to comply with the objective of this policy and is found to provide an optimum density of development which is well within London Plan Guide Lines. The proposal puts forward an acceptable design response which complies with the relevant development plan policies, responds acceptably to the local context and character and takes account of the sites location. Further detail on these specific matters is set out in the report below.

Officers consider the density of development proposed to be acceptable and compliant with the objectives of planning policy. The scheme is not found to represent an overdevelopment of the site.

### **3.4 Standard of accommodation provided and amenities of future occupiers of the proposed dwellings**

Local Plan policies require high quality design in all new development that creates attractive places which are welcoming, accessible and inviting. Policy DM01 states that proposals should be designed to allow for adequate daylight, sunlight, privacy and outlook for potential occupiers. Policy DM02 identifies standards that development will be expected to meet in relation to a number of matters, including the internal floorspace of new dwellings, outdoor amenity space and playspace. Policy DM04 states that buildings should be designed to minimise exposure to air pollutants. The same policy states that proposals to locate noise sensitive development in areas with high levels of noise will not normally be permitted and also that the mitigation of any noise impacts will be expected where appropriate.

The London Plan contains a number of policies relevant to the provision of adequate amenities for future occupiers of new dwellings. These include requirements to provide high quality indoor and outdoor spaces, set minimum internal space

standards for different types of unit and seek accommodation which has an appropriate layout and meets the needs of its occupiers over their lifetime.

The council has adopted SPD's (entitled Sustainable Design and Construction and Residential Design Guidance) providing more detailed guidance on a range of matters related to creating new dwellings that have adequate amenities for their future occupiers. The Mayor has also adopted SPG's (entitled Housing and Shaping Neighbourhoods: Play and Informal Recreation) providing detailed guidance on issue related to designing new housing to achieve acceptable amenities for its future occupiers.

### Dwelling size

The London Plan and the associated Mayoral SPG document 'Housing' identify a minimum gross internal floor area for different types of dwelling. These are set out below for the types of dwelling proposed in this application.

*Table of minimum space standards for new development*

	Dwelling type (bedroom/persons-bed spaces)	Gross Internal Area (m <sup>2</sup> )
Flats	1 bedroom 2 person	50
	2 bedroom 3 person	61
	2 bedroom 4 person	70
	3 bedroom 5 person	86
	3 bedroom 6 person	95
3 Storey Houses	3 bedroom 6 person	111
	4 bedroom 8 person	133

All of the flats proposed would have a gross internal floor area which meets or exceeds the requirements for a dwelling of that type. All of the houses proposed would have a gross internal floor area which exceeds the requirements for a dwelling of that type. The proposal is therefore considered to be acceptable in this regard.

### Dwelling outlook

Development plan policy requires that new dwellings are provided with adequate outlook. The design approach proposed maximizes the outlook of occupiers of the new dwellings, while also taking account of the need to prevent unacceptable levels of overlooking at neighbouring properties. An example of a way in which this is achieved is the careful siting and orientation of windows in the proposed buildings. It is considered that each of the dwellings proposed in this instance has an acceptable outlook.

### External amenity space provision

All of the houses proposed would have their own private rear garden. In each case this would be of sufficient size (70m<sup>2</sup> to 85m<sup>2</sup>) depending on the number of habitable rooms in the house concerned to meet or exceed the requirements of Barnet Local Plan policies and guidance (set out in the Sustainable Design and Construction SPD) on the provision of amenity space for houses.

All of the flats proposed would have access to their own private amenity space in the form of a balcony or terrace. In each case this would be of sufficient size to meet or exceed the requirements of Mayoral guidance on the provision of private external amenity areas (5m<sup>2</sup> for 2 person dwellings with an extra 1m<sup>2</sup> for each additional bed space) for the different sizes of flat proposed. The total amount of private and communal amenity space for the proposed flats is 1,705.8m<sup>2</sup>. On top of this a further 5,156m<sup>2</sup> of public amenity space is proposed across the development. This is 1,147.8m<sup>2</sup> in excess of the Sustainable Design & Construction SPD minimum provision requirement.

A full breakdown of the amenity space provisions and assessment is provided in section 3.1 above.

#### Privacy and overlooking

The adopted Sustainable Design and Construction SBD (2103) requires the following minimum provision in terms of overlooking to protect the privacy of both new and existing residents:

21m between habitable rooms

10.5m between a habitable room and a private garden

The layout and massing of the proposals has been designed where possible to achieve these standards in terms of privacy distances between new buildings and between new and existing buildings. This requirement also needs to be balanced against the secure by design requirement to provide high levels of passive surveillance to streets and parking areas to deter crime and increase security for those living and visiting the estate. In these areas windows have been added to provide surveillance and activity to achieve a safe and secure environment. For example across the entrance to The Close and across Nant Road between Block B and the flank wall of the terrace opposite. This results in a limited number of instances where privacy distances across streets within the proposal fall below the SPD guideline distances. In these instances the limited breaches in the 21m distance rule are considered to be acceptable having regard to the development objectives for the site and taking into account the fact that the rooms in these instances are facing a publicly accessible street as opposed to the rear or side of home where a higher level of privacy would be expected. Furthermore the detailed design of the buildings has been developed to prevent overlooking by designing the layout to avoid the need for windows in these locations, or using directional windows or translucent glazing for example.

Conditions have been recommended to secure details of privacy screens and

obscured windows where these have been identified as necessary.

The distance between directly facing windows of the proposed development and habitable room windows of neighbouring residential properties complies with the 21m requirement. The scheme also achieves 10.5m to the adjacent private gardens when measured from first floor windows.

Subject to the conditions recommended it is considered that the design and layout of the windows, doors and external amenity areas in the proposal are such that the new residential units would be provided with an adequate level of privacy and not suffer unacceptable overlooking. The proposal is therefore found to be acceptable in this regard.

### Daylight and sunlight

The submission documents include an assessment of the daylight and sunlight that would be received in the habitable rooms of the dwellings proposed. This was carried out by Hawkins Environmental. Using the methodology found in the latest guidance (published in 2011) from the Building Research Establishment (BRE) on how to assess the daylight received in new dwellings (with a measure known as Average Daylight Factors) the evaluation found that all of the habitable rooms assessed would meet the relevant standards. The report also finds that the development would achieve good levels of sunlight using the standards identified in the BRE guidance, with some rooms achieving excellent sunlight availability. The proposal is found to be acceptable in these regards.

### Noise and air quality

The design and layout of the buildings and spaces proposed on the site has been influenced by the need to create an acceptable noise and air quality environment for future occupiers of the proposed dwellings. Examples of this include the use of winter gardens to provide the private external amenity space for the flats proposed along Granville Road and Mortimer Close.

In addition to this conditions have been recommended which require the development to be constructed and managed in ways that provide future occupiers of the proposed dwellings with an acceptable noise and air quality environment, as far as is practicable, taking account of the environment and uses surrounding the application site. Examples of measures include the installation of appropriate ventilation equipment and inclusion of adequate sound proofing.

The Council's Environmental Health Service has not raised any objection to the scheme, subject to the imposition of the conditions recommended. When account is taken of the mitigation that the conditions recommended would allow, the proposal is found to be acceptable in respect of the noise and air quality environment that it would provide for the occupiers of the dwellings proposed.

### **3.5 Design and character matters:**



## Policy Context

The National Planning Policy Framework 2012 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.

Local Plan policy DM01 states that all development should represent high quality design that is based on an understanding of local characteristics, preserves or enhances local character, provides attractive streets and respects the appearance, scale, mass, height and pattern of surrounding buildings, spaces and streets.

The London Plan also contains a number of relevant policies on character, design and landscaping. 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.

## Masterplan Layout

The Design and Access Statement submitted with the application states that the urban design vision for the site aims to create a simple, legible layout which seeks to integrate the existing buildings including the towers into a safe, traditional street pattern which gives a more cohesive sense of place to the estate, as opposed to the existing fragmented nature of the existing site which particularly lacks a sense of street enclosure or structure. The masterplan also seeks to provide as many houses as possible within the development.

The proposed masterplan is structured around the introduction of a strong central spine route running north – south along the line of the existing Granville Road, lined with new housing. This would provide a direct route through the site for cyclists and pedestrians, but would have a pedestrianised section between Llanelly Road and Mortimer Close to avoid this route becoming a through route for vehicular traffic. New junctions with Llanelly Road and Mortimer Close will help integrate the estate into the existing street network through to increase permeability. A series of new public spaces would also be introduced along this central spine in front of each of the existing tower blocks to respond to their scale and to provide larger spaces for public

amenity. A hierarchy of spaces is proposed to be created introducing variety along the central spine route and helping to create a well-defined sense of place. A large new linear green space created parallel to Granville Road between Harpenmead Point and Granville Point.

A key aspect of this urban design approach is to integrate the new and old buildings, with both sets of buildings playing an active role in creating a more legible urban design strategy for the overall site. The existing buildings would be brought into the new streetscape and tied together by new terraces of houses to create the continuity, enclosure and new sense of place. This approach seeks to respond to the existing towers by using both their location and their geometry to structure the general layout and dictate the orientation of the central space, placing the towers at the heart of the character and layout of the proposals.

The proposal is based on a backbone of predominantly three storey terraced houses coupled with apartment blocks which rise to 5 storeys (Block A) and 6 storeys (Block C) in locations where the increased scale is appropriate in urban design terms. The use of terraces of houses allows the buildings to step down the slope of the site in a sensitive and allows level access to be provided to each property.

There are five key character areas across the proposed masterplan as follows:

- The Gateway

This includes a small 3 storey extension to Nant Court which would house 3 new apartments in order to create active frontage. This new apartment block, when read in combination with the new terrace of four houses on the corner of Granville Road, and the front of the housing terrace between Granville Point and Block A, provide a clear gateway of new buildings which contrast with the stock and red brick Victorian housing along Nant Road, marking this entrance into the development. Each of the new buildings will use the same material palette to help reinforce this approach, with recessed corner balconies used on the apartment block and a projecting bay window used on the gable end of the corner house to help mark the road junction and reinforce the individual character to this entrance to the estate.

- The Court

Block A extends back from the street frontage to Granville Road in a 'C' shape to enclose a landscaped courtyard. The courtyard space is a semi-private amenity space for the apartments in this block and provides access to the communal stair cores and individual entrances to ground floor apartments.

- The Row (including the linear park)

The Row comprises a terrace of 13no houses set back from the central spine road behind a new linear park. The terrace contains 11no 3 storey family houses and 2no 2 storey wheelchair adaptable houses with individual front doors, generous front and rear gardens and roof terraces simply laid out along a tree-lined street with a 'homezone' character. The houses here are individually stepped to respond to the sloping topography in this part of the site and achieve level access. The expressed roof profile forms a key part of the character of these 3-storey houses, which is again

reflected in the design of the 2-storey wheelchair adaptable houses located at each end of the terrace. The new linear park is designed to have a natural feel, with the use of low hedges, grass mounding, informal paths, and the retention of mature existing trees, which will help to give the space an established feel from initial construction.

- The Square (including Harpenmead Square)

This is the largest of the three new public open spaces created in front of each of the existing tower blocks on the site. It is rectangular in shape with a grid of new street trees located at its centre, and has more hard landscaped areas, although these are softened with planting areas along each edge of the space. The 6 storey element of Block C is located on the opposite side of the square from Harpenmead Point, to help give a sense of enclosure. Ground floor flats facing the new square generally have their own individual entrances to help promote activity around this new space, along with the main entrance to the communal stair core, which is also located directly off the square. Projecting glazed balconies at upper levels further help to animate the façade of the new apartment building facing towards the square.

- The Close

The Close is a small cul de sac accessed off Mortimer Close with a mews like character. The new houses in The Close use the same strong roof forms and typologies used throughout the site, with projecting entrances and larger areas of feature metal reveal linings to upper floor windows used to give a finer grain of quality to these houses. The houses at the end of The Close drop down from 3 to 2-storeys in response to the change in levels and to avoid issues of overlooking to the houses on Cloister Avenue to the rear. As a result the houses step down away from Granville Road to follow the topography of this part of the site. This road has a 'homezone' type character giving access to all of the dwellings and accommodating the parking which is overlooked from all sides.

### Architectural Design

The houses are designed to emphasis vertical proportions in terms of their window design and the use of vertical shadow gaps to mark each party wall, to visually counter balance the strong continuous horizontal line formed by the roof silhouette.

The overall approach to the design of the elevations aims to use a limited palette of high quality materials and details for both the proposed new houses, apartment blocks and the landscape elements to the private and communal amenity spaces, to provide a cohesive overall character to the new buildings in relation to the retained blocks. A similar overall architectural language is proposed for both the houses and apartment blocks to further reinforce this approach, with subtle variations in terms of the detailing of smaller elements introduced to the elevations and landscape areas.

All buildings feature the following elements:

- strongly defined roof forms – pitched for houses – horizontal parapets for apartments
- the use of deep window reveals to give greater modelling to the brickwork

- full height windows – taller to street elevations to increase the scale of the building
- brick copings to parapets generally – with the exception of the rear and flank walls to the houses which do not have parapets. Where these enclose accessible flat roof areas to the apartment blocks, parapet walls are generally half height with a simple PPC finished metal railing guarding fixed to the rear of the parapet to help minimize parapet heights

Entrances throughout the scheme are all provided with either a projecting canopy or a recessed entrance to provide shelter at each entrance. For houses and apartments with their own external entrances these also discretely integrate the meter cupboards to avoid potentially unsightly external meter boxes. Entrances to the apartment blocks vary more widely due to their location and layout, but are generally all marked at ground floor level with areas of the same feature silver grey anodized metal cladding used to mark on the house entrances.

On apartment blocks, feature windows are generally grouped with the use of recessed side or over panels fixed flush to the face of the window frames, to create a larger scale feature elements, more appropriately scaled in relation to the overall elevation of the new apartment blocks. A number of corner houses also feature metal clad projecting bay windows to flank walls where these face the street. These are finished in the same silver grey coloured anodized aluminium used for the entrance canopies.

Balconies are proposed to all apartment blocks but also to some of the houses to help provide variation between character areas. Small, secondary balconies are proposed off the 2nd floor master bedroom to key houses fronting the proposed new linear park and facing Harpenmead Square, to take advantage of the view of these key public realm areas.

Both projecting and recessed balconies are incorporated within the new apartment blocks, with recessed balconies generally used at the corner of the buildings to reinforce the simple geometric massing and form of the new blocks, with projecting balconies generally used to help animate key elevations and promote passive surveillance, overlooking the new public spaces, the communal courtyard to Block A and the allotments. Projecting balconies also feature raked soffits, rendered white, which minimize the depth of the front edge of the balcony to further reduce their visual impact on the overall appearance of the building. Where balconies are recessed, non-glazed walls to the recessed balcony are brick clad throughout. Balustrade treatments are generally fully glazed with a consistent approach to detailing used through the scheme to both houses and apartment blocks of clear glazing, fixed in front of PPC finished structural sections.

#### Block C:

This block incorporates steps in massing to break up the elevation facing the square into vertical sections, rising from 3 to 4 to 6 storeys. Windows facing Aphrodite would be translucent to avoid overlooking. Balconies face into square mainly to maximize activity facing the key public space. Balconies on lower floors to corner flip around to

face the smaller public space in front of Templewood to mark the corner below the trees and activate this space.

The entrance to the block from the public square is via an open corridor through the block to the rear courtyard and main core entrance. This features a fully glazed door facing the street and a vertical silver grey aluminium side panel incorporating signage and access control, with an open gate facing the rear courtyard to ensure this space feels as light and airy as possible to avoid it feeling enclosed. The soffit also features black stained timber cladding to match the ground floor entrance lobbies to each of the communal stair cores to apartment blocks

## Materials

### Brickwork:

The predominant material for the proposed new buildings is a very light, highly textured cream coloured brickwork. The same brick is proposed to be used throughout all the new buildings (including stand alone communal bike stores, sub-stations, pump rooms and pram sheds).

A variety of brickwork detail treatments are proposed to both houses and apartment blocks to help articulate the new buildings. These include:

- deep window reveals – 140mm deep reveals are proposed throughout the scheme to all windows and doors to give greater modelling to the brickwork and add a sense of depth to the elevations similar to that achieved on the adjacent Victorian streets.
- textured brick panels within the elevations using pulled brick headers – used in large panels on both houses and apartment blocks as key features to help improve the rhythm and proportions of the elevations, and generally help reduce the extent of flush areas of brickwork. In the case of the apartment blocks, this detailing is also used in vertical strips to mark core entrances and also within balcony areas.
- vertical shadow gap formed using a recessed brickwork detail – used on the front of terraced houses only to mark the party wall line, helping provide a more vertical proportion to the houses within a terrace.
- hit and miss brickwork – used primarily to naturally ventilated communal stair cores and bin store areas on the apartment blocks to provide ventilation to these areas, and also to provide screened views out.

### Metal Cladding:

The brickwork on the new buildings will be complimented by the use of feature silver grey coloured anodized metal cladding with hidden fixings in limited areas, principally to entrance canopies, projecting bay windows and reveal linings to key windows on both houses and apartment buildings, along with semi-recessed wall panels to mark key windows and balcony openings on the apartment blocks.

### Roofs:

Roof finishes will generally be dark grey fibre cement slates to pitched roofs on houses to relate to the slate roofs on some of the nearby Victorian houses along Crewys Road, with green roofs used generally to flat roofs on both houses, apartment blocks and on the free standing buildings such as communal bike stores, substations, pump rooms and pram sheds.

### Assessment

The buildings and spaces proposed in the scheme are considered to respond positively to their context and have an acceptable relationship with existing buildings on the estate as well as neighbouring buildings, streets and spaces. The masterplan provides a robust layout which allows existing and proposed buildings to address and define new spaces.

It is noted that a number of responses to the consultation have been received specifically expressing concerns about the impacts arising from the proposed buildings in relation to existing properties in Granville Road, Crewys Road, Nant Road and Mortimer Close these suggest that the proposed buildings have an excessive size and height, are inappropriately sited and would be harmful to the character and street scene of the area. The scale of the proposed houses are considered to be acceptable and appropriate for the site and the area and would not result in any unacceptable character or street scene impacts on the Granville estate. The proposals would significantly enhance the character and quality of the area with new and improved spaces and public realm, new and improved connections to surrounding streets to create a legible and cohesive place.

The size and scale of Block A proposed at the northern end of the estate which will be 4 and 5 storeys, is considered to have an acceptable relationship with the adjacent Hawthorn Business Park development and the scale and character along Granville Road.

The impacts of the proposal from a neighbour amenity are assessed in section 3.6 of this report.

In terms of their more detailed design and appearance, the buildings proposed take an approach inspired by traditional architecture through the reintroduction of a street scene development but with a simple contemporary aspect to the property designs.

This includes features such as predominantly brick elevations; substantial pitched roofs with tiles; timber and aluminium framed doors and windows; bay windows; and the use of brick detailing. Such features are considered to be a positive aspect of the scheme and conditions have been recommended to ensure that the high quality of detailed design shown at this stage is carried on into the implementation of the scheme.

The new buildings within the site include adequate spaces between both themselves and existing surrounding properties, have private rear gardens for each of the new houses, include suitable new landscaped areas and features (see other sections of this report of further detail) and have a proportion of the parking proposed in two

basements beneath Block A and Block C. This reduces the impact of the proposed parking on the design of the rest of the site. The scheme is found to provide an acceptable approach to the design and layout of development at the site.

Subject to the conditions recommended the proposal is considered to be acceptable and compliant with development plan policies as they relate to design, appearance and character matters. Landscaping matters are addressed in section 3.8 of this report.

### **3.6 Impacts on amenities of neighbouring and surrounding occupiers and users:**

Local Plan policies seek broadly to promote quality environments and protect the amenity of neighbouring occupiers and users through requiring a high standard of design in new development. More specifically policy DM01 states that proposals should be designed to allow for adequate daylight, sunlight, privacy and outlook for adjoining occupiers and users. Policy DM04 identifies that proposals to locate development that is likely to generate unacceptable noise levels close to noise sensitive uses will not normally be permitted.

Barnet's Adopted Residential Design Guidance SPD (adopted April 2013) provides further guidance on safeguarding the amenities of neighbouring and surrounding occupiers and users. This includes identifying that in new residential development there should be a minimum distance of about 21m between properties with facing windows to habitable rooms and a distance of 10.5m to a neighbouring garden, in order to avoid overlooking.

It is noted that objections have been received from a number of parties expressing concerns that the proposed development would be detrimental to the amenities of neighbouring and surrounding occupiers and users in a variety of ways. These include loss of light, overshadowing visual impact, increased noise, disturbance and pollution, overlooking and loss of privacy. Concerns over impacts on the security of neighbouring properties have also been raised. These are responded to in section 3.12 of this report.

#### **Overlooking and loss of privacy**

Comments have been made in regard to overlooking, loss of privacy and amenity to adjoining properties. In response to this, the development proposed does not include windows to habitable rooms which directly face existing habitable windows in neighbouring residential buildings that are set apart a distance of less than 21m. Distances from directly facing habitable windows in the development proposed to a neighbouring properties garden are not less than 12m.

Having reviewed the scheme of development thoroughly, officers are satisfied that there will be little or no loss of amenity, privacy or any level of overlooking as a result of this development.

To ensure new windows are not introduced under permitted development rights, which could result in the proposal then causing unacceptable overlooking of neighbouring properties and their gardens, conditions have been recommended which removes permitted development rights to carry out such works.

Subject to the controls in place under the conditions recommended it is concluded that the design and layout of the proposal is such that the development would not result in unacceptable levels of overlooking and loss of privacy at the neighbouring properties and would comply with development plan policy and planning guidance in these regards.



### Daylight, sunlight and overshadowing

The application is accompanied by an assessment (prepared by Hawkins Environmental.) of the proposals impact on the neighbouring residential properties by reference to the methodologies found in the Building Research Establishment (BRE) publication '*Site Layout Planning for Daylight and Sunlight, a Guide to Good Practice*'. This report concludes that the criteria relating to daylight, sunlight and overshadowing would be met and that there would be no noticeable adverse affects in terms of daylight, sunlight or overshadowing at neighbouring residential properties using the BRE methodology.

It is noted that the daylight and sunlight report does not show any significant or detrimental adverse impacts on windows at neighbouring properties.

Officers accept the findings of the assessment submitted and conclude that the application is acceptable in terms of its impact on daylight, sunlight and overshadowing at neighbouring properties.

### Outlook and visual impact

The documents submitted with the application include plans showing the impact of the proposed development from key locations within the area surrounding the site and also show the relationship of the proposed buildings with neighbouring properties and spaces.

It is considered that the design, size and siting of the proposed buildings is such that they would not have an unacceptable visual impact or result in any significant loss of outlook at neighbouring properties including dwellings in Crewys Road, Nant Road and Llanelly Road. The application is therefore considered to be acceptable and compliant with development plan policy in these regards.

The proposed buildings situated closest to the curtilages of existing neighbouring dwellings would be at a significant distance and many of the adjoining properties have long rear gardens increasing the separation distance between the new development and existing properties.

The minimum distance from the flank wall of any new building to neighbouring properties is in excess of 30 metres, where new buildings abut an adjoining garden the new property has limited outlook, as such the new development would not result in any unacceptable visual impacts or significant loss of outlook for existing adjoining properties.

### Noise and disturbance

The residential dwellings proposed are of a nature that they would not be expected to generate unacceptably high levels of noise and disturbance to an extent that they would harm the amenities of the occupiers of neighbouring properties (which include residential uses) in the normal course of their occupation.

Conditions have been recommended to ensure that the construction of the development does not result in unacceptable levels of noise and disturbance and to minimise the amenity impacts arising from the construction of the development more widely. These include the carrying out of the works within certain hours and in accordance with a Construction Management and Logistics Plan that has been previously agreed with the Local Planning Authority.

### Air quality

Barnet Local Plan policies seek to ensure that new development is not contributing to poor air quality. It is noted that the part of the application site which is situated alongside Cricklewood Lane and Finchley Road is a location within the borough where European Union Standards for air quality in respect of Nitrogen Dioxide levels are exceeded (other parts of the borough also exceed the relevant standard for finer particulate matter (PM<sub>10</sub>). This is typical of several major roads in the borough and also many other major roads in London more widely.

The application is accompanied by a Local Air Quality Assessment. This report concludes that the operational phase of the proposal would not have any perceptible impacts on Nitrogen Dioxide levels compared to a scenario in which the development was not built. Officers in the Council's Environmental Health Service have carefully assessed the proposal and the submission documents and concluded that the nature of the scheme is such that it would not be expected to result in any significant adverse impacts on air quality (including Nitrogen Dioxide levels) during its operational phase. The same conclusion is reached when the air quality impacts of the development proposed are considered cumulatively with the expected air quality impacts of other committed developments in the surrounding area. The proposal is therefore found to be acceptable in this regard.

Conditions have been recommended to ensure that the construction of the development does not result in unacceptable air quality impacts. These include the carrying out of the works in accordance with a Construction Management and Logistics Plan that has been previously agreed with the Local Planning Authority.

Other conditions have been added to ensure properties on the Cricklewood Lane end of the development are protected from reduced air quality through the use of whole house ventilation with an inlet on the façade facing away from the main road.

In consequence and in the light of the mitigation measures required, Officers consider that the scheme of development is acceptable subject to conditions recommended by the Environmental Health Officer.

### Conclusions

The proposed development is considered to be acceptable and compliant with the relevant development plan policies as they relate to the protection of the amenities of neighbouring and surrounding occupiers and users.

### **3.7 Affordable Housing**

#### Policy context

London Plan Policy 3.9 'Mixed and balanced Communities' states that communities mixed and balanced by tenure and household income should be promoted across London through incremental small scale as well as larger scale developments which foster social diversity, redress social exclusion and strengthen communities' sense of responsibility for, and identity with, their neighbourhoods. They must be supported by effective and attractive design, adequate infrastructure and an enhanced environment. It goes on to say that a more balanced mix of tenures should be sought in all parts of London, particularly in some neighbourhoods where social renting predominates and there are concentrations of deprivation.

London Plan 3.14 relates to existing housing and states that the loss of housing, including affordable housing, should be resisted unless the housing is replaced at existing or higher densities with at least equivalent floorspace.

London Plan Policy 3.12 requires the maximum reasonable amount of affordable housing to be sought when negotiating on individual residential schemes, having regard to:

- Current and future requirements for affordable housing at local and regional levels identified in line with Policies 3.8 and 3.10 and 3.11.
- Affordable housing targets adopted in line with Policy 3.11.
- The need to encourage rather than restrain residential development (Policy 3.3).
- The need to promote mixed and balanced communities (Policy 3.9).
- The size and type of affordable housing needed in particular locations.
- The specific circumstances of individual sites.
- The resources available to fund affordable housing and maximise affordable housing output
- The priority accorded to family housing provision

It suggests that negotiations should take account of a sites individual circumstance, including development viability, the resources available from registered providers, the implications of phased development and other scheme requirements. It also makes it clear that affordable housing should normally be provided on site and off site contributions to affordable housing will only be accepted in exceptional circumstances.

This approach is reflected in Local Plan policy DM10 which requires the maximum reasonable amount of affordable housing to be provided on site, subject to viability, having regard to a borough wide target that 40% of housing provision should be affordable. Local Plan policy CS4 identifies that on sites which are suitable for the provision of an element of affordable housing the Council may exceptional accept the provision of off-site affordable housing or a commuted payment instead of such provision.

## Assessment

The estate currently accommodates 257 flats across six blocks. 178 of these are affordable (rented), equating to an existing on site affordable housing provision of 69%.

As part of the proposals, Beech Court is to be demolished and redeveloped, resulting in the loss of 21 one bedroom flats, of which 16 are social rented units. The application does not propose to replace these on a like for like tenure basis but instead proposes the provision of shared ownership and market sale properties.

In providing more detailed guidance on the application of London Plan Policy 3.14, the Mayor's Housing SPG specifically addresses estate renewal and states that in these circumstances the Plan provides flexibility to take into account local circumstances (Paragraph 5.1.10), regeneration benefits to the community, the proportion of affordable housing in the surrounding area and the amount of affordable housing intended to be provided elsewhere in the Borough. The SPG goes on to state that "*replacement of social/affordable rented units by intermediate provision is acceptable where a requirement to achieve a wider range of types of provision in a neighbourhood or borough can be demonstrated*" (5.1.13). In this case, the proposed provision of intermediate shared ownership units exceeds the number of affordable rented properties to be lost by more than double, thus delivering an overall increase in affordable housing provision on the estate. The shift in tenure will provide a better balance between shared ownership properties and affordable rented properties which is one of the aims of identifying Granville Road within the Core Strategy for development (Paragraph 7.2.12). The proposed net loss of affordable rented housing with a corresponding overall net increase in intermediate affordable housing is therefore appropriate and compliant with development plan policy.

The application proposes to provide 46 of the 132 residential units proposed as Intermediate Shared Ownership housing units. This equates to 35% by unit. Based on habitable rooms, this provision equates to a 30% provision (175 habitable rooms from a total proposed of 582). The net provision of affordable housing when the loss of 16 social rented units at Beech Court is taken into account, equates to 27% (30 affordable units from a total net gain of 111). The proposed affordable mix comprises:

- 2 x two bedroom four person houses (wheelchair accessible)
- 2 x three bedroom four person houses (wheelchair accessible)
- 6 x three bedroom five person houses
- 15 x one bedroom two person apartments
- 2 x One bedroom two person apartments (wheelchair accessible)
- 4 x two bedroom three person apartments (wheelchair accessible)
- 1 x two bedroom three person apartments
- 14 x two bedroom four person apartments

The proposed provision of all tenures are spread across the site, with Blocks A and C providing mixed tenure from common stair cores to further help achieve a mixed and balanced community across the site. One Housing Group are the Registered Provider that will manage the new affordable housing provided in the development. Barnet

Homes will continue to manage the current affordable housing within the existing tower blocks and lower rise buildings.

The proposals will result in a change in the overall mix of estate tenure upon the completion of the new development comprising: 44 % social rented, 13% shared ownership and 43% private housing. The overall affordable housing level across the estate would be approximately 57%. This will still represent a majority of affordable housing tenures in the estate and it delivers a more even split of tenure across the site and therefore a more mixed community.

The applicant has submitted a confidential report which evaluates the economic viability of the proposed development making a contribution to affordable housing provision. The Council commissioned BNP Paribas to independently review the viability report provided and examine its findings.

The viability takes account of the costs associated with delivering the identified policy objectives of introducing significant enhancements to the environment of the estate including new landscape public spaces, play facilities, tree planting and public realm improvements.

Taking account of the specific development costs associated with bringing this development forward, including the associated planning obligations and likely CIL payments, and the value that the applicant would be likely to generate from the scheme, BNP Paribas conclude that the proposed contribution represents the maximum reasonable amount of affordable housing that it is financially viable for the development to provide taking into consideration the specific development costs associated with the scheme.

As set out in the heads of terms towards the start of this report, officers recommend that a subsequent re-appraisal of the viability of the development is carried out at an appropriate stage in the construction process when a suitable number of units have been sold. This would ensure that should circumstances change and the scheme became more economically viable a correspondingly appropriate financial contribution to the provision of affordable housing within the borough would be made to the Council. This would be up to a maximum of the equivalent value of 5% of the units proposed to bring the total number of affordable units in line with the borough wide target of 40%. If it was found to be viable to do so, a payment would be in addition to the on-site affordable housing obligation set out above.

It is considered that the proposed level of affordable housing strikes an appropriate balance to meet policy objectives by following an approach consistent with the London Plan and aims for the estate identified in the Core Strategy, resulting in a mixed and balanced community.

### **3.8 Trees and Landscaping:**

Policy DM01 identifies that proposals will be required to include hard and soft landscaping that:

- Is well laid out in terms of access, car parking and landscaping.
- Considers the impact of hardstandings on character.
- Achieves a suitable visual setting for buildings.
- Provides appropriate levels of new habitat including tree and shrub planting.
- Contributes to biodiversity including the retention of existing wildlife habitat and trees.
- Adequately protects existing trees and their root systems.
- Makes a positive contribution to the surrounding area.

The policy also states that trees should be safeguarded and when protected trees are to be felled, the council will, where appropriate, require replanting with trees of an appropriate size and species.

### Proposed Landscaping Design

#### Linear Park:

At the heart of the masterplan is a linear park. This central public open space is defined on each side by linear run of new houses or existing flat blocks. The space is designed with a naturalistic character with minimal hard surfacing. Low feature walls are introduced to reflect the geometry of towers located at each end and punctuate the space. Grass mounding used along with informal tree planting and hedging are used to act as buffers to surrounding roads.

Within the park itself, the majority of existing mature trees are retained, with much of the play equipment arranged around them. Footpaths run across the space linking the terrace of houses to the central spine road. Parking bays are broken up by new street tree planting and low level planting areas to soften visual impact of parking around key green space.

The Play organised around the theme of 'forest' and incorporating timber play equipment such as climbing nets suspended on tree trunks, as well as grass mounds.

#### Public Squares:

The central route through the site is punctuated by three public squares. Whilst there is a significant slope over the site, the public squares will feature a series of flat terraced levels, with raised planting beds and retained seating walls used to adapt level changes. The squares are situated adjacent to the three existing tower blocks. Higher-quality hard materials are incorporated: clay pavers; high-finish granite constituent pavers; brick retaining wall edges topped with timber seating. Squares are distinguished through a strong colour scheme both in the blooming plants, but also leaf colour of the gridded trees.

Harpenmead square is the largest of the three squares and is situated in between the two smaller squares. It acts as the central social hub for the site. Due to the sloping nature of the site the square is terraced, with a seating edge dividing its levels. Doorstep play and games are provided in the form of a table tennis table, reflective surface inlays, and tree stumps for sitting/balancing.

Overlooked by Templewood Point, Templewood square is at a slightly lower level in relation to the existing block, utilising a planted slope and low retaining edge to span the level difference. Doorstep play is provided in the form of stepping logs, play boulders and natural stone surface inlays.

Overlooked by Granville Point, this square provides a more intimate experience, enclosed on three sides by low-raised planting beds. Doorstep play is provided in the form of coloured animal sculptures, coloured paving inlay strips, and recycled tree trunks as balancing logs.

#### Communal Space – Nant Court:

The application proposes to create a new communal amenity space at the side of Nant Court, the space is formal in nature with rolling lawns and semi-ornamental borders. The space incorporates the colour pink in its blooms including roses. The car park consists of perpendicular bays within bituminous aggregate surfacing, with frequent 'islands' for tree planting. In terms of play, the space will incorporate a more traditional play space that has play equipment within a naturalistic environment. Stepping logs and inset paving make formal game a feature of this area.

#### Communal Space – Mountfield Court:

The application proposes a new communal amenity space to the rear of Nant Court with a relatively formal communal garden area which is separated from the neighbouring car park. Purple flowers are used in a series of formal beds. A raised section with seats allows residents to relax and look out. The space features mounded landforms that facilitates physical movement for children of all ages and abilities. As part of the landscape large seating rocks and recycled timber structures allow climbing and hanging.

#### Communal Space – Templewood Point:

The application proposes a new communal amenity space to the rear and side of Templewood which takes the form of hedge-lined green spaces with planted borders and formal beds along the edge of a central path to the car park. The space acts as a partial filter to the car park though still allowing natural surveillance to cars. The car park behind consists of perpendicular bays with frequent 'islands' for tree planting. The play space is ringed by silver birch trees. The seating provides a break out space from the adjoining formal play space to provide a quieter area for sitting and relaxing. Lighting will be a feature of the space with distinctive red lighting used in the play area.

#### Communal Space – Harpenmead Point:

The application proposes a new communal amenity space to the side of Harpenmead Point. The green space incorporates a grassy depression spanned by natural timbers to create a swale with natural play value with grasses and a weeping willow.

#### Communal Space – Granville Point:

The application proposes a new communal amenity to the rear of Granville Point. This space has been increased in area to 300sqm.

### Streetscape:

The masterplan incorporates streetscape principles using Manual for Streets guidance. Carriageways are kept to a minimum width, with generous footways. Generally 'clutter' such as barriers, bollards and street signs are kept to a minimum, in line with homezones principles. The streetscape will offer direct pedestrian routes – clean in appearance and punctuated by street trees, public squares and opportunities to sit/socialise. The hierarchy of streets is emphasised through road widths and tree types. On-street parking is provided but broken up by level crossing points and tree pits.

### Loss of Trees

The development proposed would result in the removal of 96 of the existing trees from the site. The quality of the trees are shown in tables 1.1 and 1.2 below.

The categorisation of trees is based on a number of factors. The initial category is U for trees that are in such a condition that they cannot realistically be retained as living trees in the context of the current land use for more than ten years. Category U trees do not necessarily need to be removed if they do not conflict with the proposed development or are not dangerous. The remaining trees are then assessed for their arboriculture, landscape and historical, (or cultural) contribution. This assessment takes into account defects and previous pruning to put the trees into A, B and C categories. The highest categorisation is category A, with the lowest being category C. Category C trees are not normally retained if they pose a constraint to development.

A total of one hundred and forty two individual trees and tree groups were surveyed and included in the Tree Survey schedule. Four trees were categorised as A with seventy-four categorised as B and fifty-seven categorised as C.

The predicted contribution of seven trees is less than ten years, leading to their categorisation as U. The tree stock within the estate is of mixed quality. Notable trees of high quality include tree T114, a large London Plane (*Platanus acerifolia*) located adjacent the western site boundary. This large tree is of good condition and amenity value. London Planes tend to have wide spreading forms.

Other higher value trees within the estate include T26, a lime (*Tilia cordata*) located on the eastern boundary, T124, a Norway maple (*Acer platanoides* 'Crimson King') situated in a wooded area on the western boundary and T48, a lime on the southern boundary. T48 forms part of a group of limes but has been given a higher categorisation due to its size and quality.

The majority of trees at the site are located in groups on the communal green spaces between the existing buildings. None of the trees are covered by a Tree Preservation Order (TPO). The remaining 50 trees are all classified as either Grade A, B or C, using the chart on tree quality assessment found in the BS5837:2012. Details of individual trees and groups of trees to be removed are set out in the tables below.



### *Individual Tree Categorisation, Removal and Retention*

Tree Categorisation	No. of Existing trees	No. Trees Removed	No. Trees Retained
A	04	02	02
B	72	49	23
C	55	38	17
U	7	7	0
Total	138	96	42

### *Tree Groups Categorisation ,Removal and Retention*

Tree Categorisation	No. of Existing Groups	No. Groups to be Trees Removed	No. Groups Retained
B	2	1	1
C	2	1	1
Total	4	2	2

Amendments have been made to the Arboricultural Method Statement submitted with the application in line with the comments received from the Council's Tree officer, as well as a full review of the tree retention strategy to ensure as many trees as practicable are retained and where they are to be retained, are done so in such a way as to ensure their long-term health and retention.

The scheme includes the planting of 200 new trees to mitigate the trees which would be lost through the proposed works and also as part of providing suitable landscaping for the development more widely. The proposed schedule of tree planting has been reviewed and minor amendments made to some species in line with the comments received from the Council's Tree officer and to add more species diversity to the site.

It is accepted that the removal of the 96 live trees is unfortunate. However, Officers in the Council's Trees Team have confirmed that in this instance the condition and quality of the trees on the site is such that they would not object to their removal, subject to the provision of suitable replacement planting. Officers consider that the new trees proposed as part of the landscaping works provide acceptable mitigation for the trees which would be lost and that the scheme would enhance the landscaping at the site relative to the current position.

Conditions have been recommended to ensure that the trees and wider landscaping implemented would be of a sufficient quality, including new trees of a suitable size and species. Subject to these conditions officers take the view that appropriate consideration has been given to the existing trees on the site.

More generally the landscaping proposed for the site is considered to include an adequate balance of hard and soft surfaces (including new areas of lawn and shrub planting) and provides an appropriate setting for the buildings proposed. Conditions have been recommended to ensure that the landscaping finally installed is of an appropriate design and quality and makes a positive contribution to the area, including assisting in the creation of a safe and secure environment.

The application does not propose the removal of any trees outside the application site. Conditions have been recommended to ensure that appropriate measures are taken to protect trees in the area surrounding and within the application site.

Matters relating to access, parking biodiversity and habitat provision are addressed in other sections of this report in full. However, in each of these regards the landscaping proposed is found to be acceptable.

It is concluded that the development provides more than adequate mitigation for the trees which would be lost as part of the works proposed and that the scheme is acceptable and compliant with development plan policy in respect of tree and landscaping matters.

### **3.9 Transport, parking and highways matters:**

#### Policy context

Policy CS9 of the Barnet Core Strategy (Providing safe, effective and efficient travel) identifies that the Council will seek to ensure more efficient use of the local road network and more environmentally friendly transport networks, require that development is matched to capacity and promote the delivery of appropriate transport infrastructure. Policy DM17 (Travel impact and parking standards) of the Barnet Development Management Plan document sets out the parking standards that the Council will apply when assessing new developments. Other sections of policies DM17 and CS9 seek that proposals ensure the safety of all road users and make travel safer, reduce congestion, minimise increases in road traffic, provide suitable and safe access for all users of developments, ensure roads within the borough are used appropriately, require acceptable facilities for pedestrians and cyclists and reduce the need to travel.

Major development proposals with the potential for significant trip generation will be expected to be in locations which are, or will be made, highly accessible by a range of modes of transport and supported by a Transport Assessment that fully assesses the transport implications of the development across all modes. Schemes are also required to implement and maintain a satisfactory Travel Plan to minimise increases in road traffic and meet mode split targets.

A transport assessment (TA) prepared by EAS Transport Planning Ltd has been submitted with the application. This details the transportation and highways implications of the proposed development for Granville Road Estate and its impact on the public highway.

#### Public Transport Accessibility

The site has a Public Transport Accessibility Level (PTAL) of 3 (1 being poor and 6 being excellent). Golders Green Tube Station and Cricklewood Rail Station are approximately 1km walk from Granville Road Estate.

The following bus routes are within walking distance of the estate:

- 13 Golders Green, Aldwych
- 82 North Finchley Bus Stn, Victoria Bus Stn
- 102 Golders Green, Brent Cross, Edmonton Bus Stn
- 113 Edgware Bus Stn, Marble Arch
- 226 Golders Green, Ealing Broadway
- 245 Golders Green, Alperton
- 260 Golders Green Stn, White City Bus Stn
- 328 Golders Green, Chelsea
- 460 North Finchley Bus Stn, Willesden

### Parking for Existing Flats

The existing car parking spaces within the estate and on Granville Road are uncontrolled. A one hour controlled parking zone is in operation in Nant Road, Crews Road and Llanvanor Road.

The applicants transport consultants have interrogated the Census Data for the Granville Road area, Childs Hill Ward and Barnet as a whole to assess car and van ownership for 2001 to 2011 and assess the parking demand for the estate. The results are shown in the table below:

*Table of Census data analysis*

	Barnet 041A SOA		Childs Hill Ward		Barnet London Borough	
	2001	2011	2001	2011	2001	2011
All Households	660	669	6851	7686	126944	135916
Total Bedrooms (2011 only)		1495		20123		363552
All Cars	388	414	6341	6370	138587	144717
Cars per Household	0.59	0.62	0.93	0.83	1.09	1.06
Cars per bedroom		0.28		0.32		0.40

The local census areas are the Barnet Super Output area (SOA) 41A and the Childs Hill Ward. The Childs Hill Ward extends westwards to Cricklewood and eastwards to Golders Green. The Super Output Area (SOA) 41A covers the Granville Road estate and also includes:

- Nant Road
- Most of Crews Road
- Llanvanor Road
- Cloister Road and
- Longberrys.

The table above shows that:

- Local households (in the Barnet SOA 041A own on average 0.62 cars in 2011 in comparison to 0.59 in 2001, which is a slight increase.
- The trend for the Childs Hill ward and Barnet is lower car ownership in 2011 than 2001. Childs hill Ward and Barnet have a ratio of 0.83 and 1.06 in 2011

which is higher than Barnet (SOA) 041A.

Based upon census data showing 0.62 cars owned per dwelling, this would equate to approximately 146 cars for the 236 units that are proposed to be retained (accounting for the loss of units at Beech Court).

In association with the assessment of census data, a parking beat survey established the existing car parking on the estate. This indicated that there were 184 cars parked in the estate at the survey time. Beech Court, Athena and Aphrodite parking courts were not included in the survey. There are no existing parking controls within the estate and therefore it is considered that the parking surveys reflect non-resident parking taking place within the estate from either commuters or other residents living in adjacent streets.

Taking all of the above into account, the applicant has allocated 196 parking spaces for the 236 existing residential flats to be retained. These spaces will be in marked out and managed parking bays compared to the unmarked and inefficient layout that exists at present. The spaces for the existing properties will be provided in surface level parking courts located adjacent to or in close proximity to each block. The proposed number of parking spaces is above the level of car ownership that census data suggests and slightly above the number of parked cars surveyed at the site. Add to this the fact that the spaces will be managed and controlled by One Housing Group which will prevent the commuter car parking that is taking place at present, the proposed number of car parking spaces will provide some additional parking capacity for the residents on the estate compared to present conditions. Therefore it is considered that an appropriate level of parking will be provided for the existing residents of the retained housing on the site.

#### Parking for the New Development

The car parking standards for residential development, as set out in the Barnet Local Plan, recommend a range of parking provision for new dwellings based on the sites Public Transport Accessibility Level (PTAL) and the type of unit proposed. The table below shows the parking provision required for the proposed development in accordance with the parking standards as set out in the Barnet Local Plan.

Type of Units	Total Units	LBB maximum Parking Range	LBB Parking spaces (low end of range)	LBB Parking spaces (high end of range)
1 Bedroom	32	(0.0 – 1.0) =	0	32
2 Bedroom	44	(1.0 – 1.5) =	44	66
3 Bedroom	26	(1.0 – 1.5) =	26	39
4 Bedroom	30	(1.5 – 2.0) =	45	60
Totals	132		115	197

This equates to parking provision for the proposed development ranging between 115 – 197 parking spaces to meet the parking standards set out in the DMP approved

September 2012. A total of 134 parking spaces are proposed. The parking provision for the new development is therefore within the range of parking provision that the Council's adopted planning policies would expect to be provided. The majority of the spaces for the new houses will be located on street and in The Close with some on plot parking. Parking spaces for the two main proposed blocks of flats, The Court and The Square, will be provided in basement car parks.

Taking into consideration that the site is located close to local amenities and having a PTAL score of 3, the parking provision for the proposed residential units is considered to be acceptable.

Conditions have been recommended to ensure that the parking spaces proposed are provided prior to the occupation of the development and allocated and managed in an appropriate way. A condition and planning obligation requiring the provision of a Travel Plan have been recommended. These will assist in encouraging travel by non-car modes of transport. Subject to the controls in place under the conditions and obligations recommended the provision of 134 car parking spaces for the proposed new residential units is considered to be acceptable and compliant with the objectives of development plan policy.

Planning policies require that developments provide 10% of the car parking spaces proposed in a scheme to a disabled parking space standard. Of the 134 spaces proposed for the new units, 14 will be provided to a disabled parking space standard. This is considered to be acceptable and compliant with the requirements of development plan policies. In addition, 14 of the 196 spaces allocated for the retained existing flats will also be provided to a disabled parking standard giving a total of 28 disabled parking standard spaces out of 330 total spaces.

London Plan policies require that developments provide 1 in 5 parking spaces with an electric vehicle charging point (EVCP) and a further 20% with passive provision for the future conversion to EVCP. The applicant has confirmed that 28 (20%) of the 134 parking spaces proposed will be provided with EVCP and that a further 28 (20%) would have passive EVCP provision. A condition has been recommended to ensure that suitable EVCP facilities are delivered as part of the development. Subject to this condition the scheme is found to comply with the London Plan requirements in this regard.

The development includes facilities for the parking of 188 cycles plus 36 visitor cycle spaces. This level of provision is considered to be acceptable and policy compliant and a condition has been recommended to ensure it is carried through into the implementation of the scheme.

### Controlled Parking Zone

Although the proposed level of car parking for the development is within the appropriate range, in the absence of any further controls the proposal could result in overspill parking and increased demand for on-street parking spaces in the surrounding area.

It is noted that a number of objections have been received that the development has inadequate parking and would result in unacceptable adverse impacts on the road network surrounding the site and the amenities of neighbouring occupiers. However, for the reasons outlined, it is considered that the proposed development, as could be controlled through the conditions and planning obligations recommended, is acceptable in respect of parking matters.

However, the car parking spaces within the development, both for existing and proposed residential properties will be managed and controlled via a private parking controls and permit system. This has the potential, once the development commences and local controls are in force on the estate, to disperse the existing commuter and non-estate parking that is currently taking place on the estate, onto other surrounding roads that are not restricted or controlled by a CPZ.

A Section 106 contribution of £75,000 is therefore sought to allow the Council's Highway Authority to review and potentially alter the existing CPZ and extend it to roads currently not within the CPZ area to ensure that the impact of the proposed development is appropriately mitigated and commuter parking is kept to a minimum and overspill to surrounding streets is avoided.

#### Access and site layout

A new road layout is proposed for the development, allowing access through the site and joining Llanelly Road with Granville Road to the north. This stretch of Granville Road between Nant Road and Llanelly Road will be a private road maintained by One Housing Group. The new layout will allow residents better choice of route off site but is specifically designed as a Home Zone, with design speeds for traffic of 20mph with in-built traffic calming measures, in order to avoid a 'rat-run' developing and ensuring it is no faster or more convenient than the existing route via Nant Road and Crewys Road. This is achieved through a proposed road layout that includes a sharp turn through the site, slowing traffic and precluding direct views through, careful design of hard surfacing treatment to create a less formal highways character in places, and an altered junction priority at the north of the site, requiring vehicles to turn off Granville Road and Nant Road to enter the estate.

No through route is proposed to Mortimer Close. The access from Mortimer close will only allow access to the proposed new houses in The Close and the parking court to the rear of Mountfield Court.

These proposed changes to vehicle access will allow new and existing Granville residents to choose to access Granville Road either via Granville Road north and the Vale, or via Llanelly Road, Crewys Road and Cricklewood Lane. This change will make vehicular access to Granville Road more convenient, whilst ensuring that any non-local traffic remains on Crewys Road.

The width of Granville Road will be 4.8m. This will allow two cars to pass each other and a refuse truck or larger vehicle to pass a car. The route will also be designed with in-built traffic calming measures to avoid 'rat-running' through the site.

Provision has been made within the site layout for a refuse vehicle to enter the site and make an appropriate turning manoeuvre and exit the site in a forward gear. This approach is found to be acceptable. A condition has been included in those recommended to ensure that appropriate refuse and recycling facilities are delivered within the development.

### Trip generation

The Council's Highways officer has reviewed the Transport Assessment submitted with the application. The TA assessed the baseline and development traffic to establish the hours with greatest combined traffic. This established a morning AM peak between 8am-9am and an evening PM peak of 5pm-6pm.

Traffic surveys were undertaken for Granville Estate at the junction of Nant Road and Granville Road counting all cars entering and leaving Granville Road south of Nant Road and also all cars entering and leaving Nant Court and Nant Road itself. The counts provide an estimate of trip generation for the dwellings on the estate with an estimated two way trip rate for the morning peak hour of 0.348 cars per dwelling and 0.238 two way car trip rate in the evening peak.

Trip rates from the industry standard TRAVL data base have been used by the applicant's transport consultant to estimate the trips for the proposed new units. These are shown in the table below.

### *Trip Rates*

	AM			PM		
	In	Out	Total	In	Out	Total
Proposed Development Main Assessment Rates	0.051	0.238	0.288	0.165	0.104	0.268

### *Two way new trips*

	AM Peak	PM Peak
All Trips	73	62
Vehicle Trips	32	30

The transport consultants have undertaken traffic impact assessments for 2018 (the year of completion of the proposed Granville Road development) and 2026 (the year of completion for the Brent Cross regeneration).

### Predicted Morning Peak Hour vehicular trip generation for the proposed development:

Based on TRAVL data the largest increase in traffic is in the morning peak hour on Granville Estate with 17 new northbound car trips and 4 southbound. This increase of 21 vehicles in the morning peak hour represents less than one car every two minutes.

The second biggest increase is predicted in Mortimer Close in the morning peak hour with 13 new southbound vehicle trips and 3 northbound. This increase in Mortimer

Close will bring the total traffic at the junction with Cricklewood Lane to 29 vehicles of which 18 will be leaving The Close. This equates to one vehicle every 3 minutes. The Council's Highways officer has confirmed that this junction has adequate capacity to meet this level of demand safely.

Due to reconfiguration of the road layout, Granville Estate residents will not need to use Crewys Road between Nant Road and Llanelly Road to access Cricklewood Lane therefore Nant Road is likely to fall in traffic.

Predicted increase in the number of vehicles in the morning peak in Granville Road north at the junction of The Vale is 11 vehicles or about one vehicle every six minutes compared to the current two way flow of 190 vehicles and does not have any significant adverse impact on existing users of this road.

The predicted traffic increase on The Vale towards Hendon Way of 7 vehicles in the morning peak hour represents a 2% increase. This is likely to increase queues and delays in traffic on this approach to the junction by 2%. An increase in traffic is also predicted on Cricklewood Lane towards Finchley Road by about 8 vehicles or a 2% increase.

The Highways officer has advised that queues and delays at these junctions are not currently a significant issue and the additional traffic is unlikely to have a significant impact on these junctions and their ability to operate.

The impacts on local junctions with known significant peak hour queues and delays are between 1% and 2% of expected baseline 2018 traffic. This represents an absolute increase of 8 vehicles per hour at most which equates to about 1 vehicle every 6 minutes. The Highways officer has advised that this level of impact is not considered to be significant.

#### Predicted Evening Peak Hour vehicular trip generation for the proposed development:

The estimated evening peak development traffic is 30 vehicles during the peak hour. This is similar to the expected 32 vehicles in the morning peak. The assessment carried out by the consultants in the TA has shown that the impacts in the evening peak are similar to the morning peak. All other periods will have a lesser impact.

The Highways officer is satisfied that the TA demonstrates that there is no overall significant traffic impact as a result of the proposed development.

#### Traffic Impact in 2026 including Brent Cross Regeneration Traffic

The consultants assessed the morning and evening peak impacts in 2026 with Brent Cross regeneration traffic assigned to the local road network.

The Council's Highways officer has advised that although the Brent Cross regeneration will result in changes in traffic to the network, the overall traffic impact of the development on each junction will be relatively small. The overall impact is expected to be very similar to that in 2018 without Brent Cross.



The Highways officer has advised that the transport consultants have compared the traffic impacts during the morning peak and evening peak for 2026 and the assessment indicated that percentage changes are insignificant when compared to the 2018 results.

Although relatively small in scale, the Transport Assessment for the site has also considered the cumulative impact having regard to the recent development at 124-128 Granville Road for 12 flats in the interests of completeness.

In conclusion the anticipated traffic and highway impacts of the proposed development will not be significant. The findings of the TA have been reviewed and accepted by the Council's Highways Officer.

### Travel and construction management plans

A Strategic Level Residential Travel Plan is required for the development. Conditions and legal obligations are recommended to ensure that an acceptable and policy compliant Travel Plan is provided for the development prior to its occupation and that a Travel Plan Champion is appointed.

In order to ensure that the Plan has the best chance of effective uptake and in accordance with the Council's s106 SPD, upon occupation, each new household will be offered a travel voucher enabling them to select 2 of the 3 following incentives to the value of £300, which will be secured as part of the s106 agreement:

- Oyster card with £150 credit
- Cycle shop voucher to the values of £150
- Car club credit/membership to the value of £150

In order to ensure that the objectives of the Travel Plan are met a monitoring contribution of £15,000 is included in part of the planning obligations recommended.

To mitigate any adverse impacts from construction traffic on the road network surrounding the site a Construction Management and Logistics Plan would need to be prepared and implemented in respect of the proposal. A condition to this effect has therefore been recommended.

### Pedestrian route enhancements

A Pedestrian Environment Review System (PERS) Audit has been undertaken for the site and been submitted with the application. The PERS audit assesses the key pedestrian routes in and around the site to key destinations for their quality, safety and accessibility. The submitted report has identified a number of enhancements to these routes that could be delivered and categorised each route as 'red', 'amber' or 'green' depending on their existing condition. Three routes received negative scores, each being alleyways namely Cloister Road to Mortimer Close, Cloister Road to Granville Road and Childs Hill Park to Hodford Road.

The Audit identifies a number of enhancements that can be delivered to these routes including dropped kerb and tactile paving installation, new and improved signage, surfacing repairs, vegetation clearance and lighting adjustments.

A planning obligation is recommended to secure a contribution of £200,000 towards implementing the improvements identified in the PERS audit.

### Parking, highways and transport conclusions

The Council's Traffic and Development Team have assessed the proposal and consider it to be acceptable in all relevant regards. The proposal is considered to be acceptable and compliant with the objectives of development plan policy in relation to parking, highways, traffic and transport matters subject to the imposition of the conditions and planning obligations recommended.

### **3.10 Creating inclusive environments for all members of the community:**

Planning policies make it clear that new developments should be accessible, usable and permeable for all users. Statements should be submitted with proposals explaining how the principles of inclusive design have been integrated into the development for which consent is sought.

The documents submitted with the application identify a number of ways in which the design of the proposed buildings has been influenced by the desire to make them accessible for all members of the community. The Design and Access Statement provided sets out that all the proposed dwellings would all meet the relevant Lifetime Homes standards. At least 10% of the dwellings proposed (14 in total) would be designed to meet wheelchair accessible standards or be easily adaptable to meet such requirements and 14 of the parking spaces proposed would be provided to a disabled parking space standard.

Conditions have been recommended to ensure that all the proposed dwellings would meet the relevant Lifetime Homes standards, not less than 10% of the dwellings proposed would meet or be easily adapted to meet wheelchair accessible standards, the site would be developed at appropriate levels and 14 of the parking spaces proposed are provided to a disabled parking space standard. Subject to these controls and the requirements in place under other legislation officers conclude that the design and layout of the proposal is such that it is acceptable in terms of creating a development that is accessible, useable, permeable and inclusive for all members of the community.

### **3.11 Contaminated land and water quality issues:**

The Council's Environmental Health Service has confirmed that any potential concerns they may have regarding contaminated land issues are adequately addressed through the conditions recommended in this respect. The Environment Agency has not raised any objection to the proposal or requested that any conditions

be imposed on a grant of consent in terms of contaminated land or water quality matters.

Having evaluated the information submitted, it is considered that the proposal is acceptable and compliant with development plan policy in respect of contaminated land and water quality matters, subject to the conditions recommended.

### **3.12 Safety and security matters:**

Development plan policies require new developments to provide a safe and secure environment for people to live and work in and reduce opportunities for crime and fear of crime.

The London Fire and Emergency Planning Authority and Metropolitan Police Service have not raised any objection to the proposal or requested that conditions are placed upon any grant of consent.

The applicant has made the following changes in response to comments received from the Metropolitan Police Designing Out Crime Officer:

1. Second secure boundary added to mouth of car parks
2. Redesign of boundary treatment between Block C and Templewood point
3. Redesign of boundary at top of Block A car park ramp
4. Additional boundary treatment to Block C boundary with neighbouring Aphrodite.
5. Areas of defensive planting increased around block C boundary

It is recognised that responses to the consultation have been received from residents suggesting that the proposal would have an adverse impact on the security of their property. Officers consider that the approach proposed to the means of enclosing the site (as set out in section 3.5 of this report) combined with suitable landscaping (as would be controlled through the conditions recommended) would ensure that the scheme did not have an adverse impact on the security of neighbouring properties. It is also noted that the Metropolitan Police have not identified any concerns in this regard.

Comments were received from the Childs Hill Allotment Society in relation to the security of the boundary fence with the allotments. The applicant has confirmed that the intention is to create a secure boundary. A condition is included to require details of all boundary treatments to be submitted and approved by the Council. Subject to the solution providing a secure perimeter suitable for Secure by Design certification, the developer has committed to discussing boundary treatment details with the Society.

The design and layout of the development proposed is considered to be such that, as controlled through the conditions recommended it would provide a safe and secure environment. The proposal is therefore deemed to be acceptable in respect of providing a safe and secure development within an environment which reduces

opportunities for crime and the fear of crime.

### **3.13 Flooding and water infrastructure matters:**

The application site falls within an area identified as being at risk of flooding. A Flood Risk Assessment has been submitted with the application which incorporates a proposed drainage strategy for the site.

The report considers the sustainable drainage options for the site following the drainage design hierarchy listed in London Plan Policy 5.13. Drainage options have been considered on the basis of achieving greenfield run-off rates. Having regard to the presence of a Local Flood Risk Zone (LFRZ) which is identified in the Council's Surface Water Management Plan on land to the north of the site, the developer has sought to include the existing development within the relevant calculations for the development. In order to achieve the required greenfield run-off rates, the FRA calculates that up to 1265m<sup>3</sup> of surface water storage needs to be provided with the proposals, yielding a total reduction in surface water runoff from the site of 206litres/second (from 258 l/s to a greenfield runoff rate of 52 l/s).

The submission demonstrates that the adopted strategy for the site selects a series of SUDS techniques suited to the site, spread evenly across the site. These include the provision of green roofs, filter strips and swales (including a rain garden along Granville Road), permeable surfaces to parking areas and underground tanked systems. Sedum green roofs are proposed to allow for the installation of photovoltaic panels, given the low maintenance required.

The Environment Agency has responded to the consultation but has not raised any objection to the proposal subject to a condition requiring details to be submitted in relation to drainage matters. A condition has been included in those recommended to ensure that appropriate drainage infrastructure and systems are installed as part of the development.

The submission is considered to satisfactorily demonstrate that the development and drainage strategy is designed to accommodate water generated on site by the 100 year plus climate change event underground, ensuring that no surface flooding occurs. In this regard the application accords with the requirements of the NPPF and NPPG with regard to flood risk and the provision of SUDS drainage, and also satisfies Policies 5.12 and 5.13 of the London Plan and Core Strategy Policy CS13, the Council's Sustainable Design & Construction SPD and Development Management Policies DPD Policy DM04.

Thames Water has responded to the consultation and not raised any objections to the proposal. Thames Water have requested that a condition is imposed on any consent granted to ensure that all piling works carried out as part of the implementation of the development take place in accordance with a method statement which has been previously agreed with the Local Planning Authority (in consultation with Thames Water). This is intended to minimise the potential for damage to subsurface sewerage infrastructure in the area and a condition to this effect has been included in those

recommended. Thames Water has made a number of other points in respect of waste water and water infrastructure matters and these have been included as informatives.

Although they have not objected to application the Environment Agency has noted that the development is located within an area of water stress and stated that they would expect water efficiency measures to be used in the development. Conditions have been recommended to ensure that water use by the development is minimised and a water usage of not less than 105 litres per head per day is achieved. Subject to these conditions the development is found to be acceptable in this respect. Both businesses potentially supplying water to the development (Affinity and Thames Water) have been consulted on the application and neither has raised any objections to the development in relation to water supply matters or on any other grounds.

The proposal is considered to be acceptable and compliant with planning policies on flooding and water infrastructure matters, subject to the conditions recommended.

### **3.14 Energy, climate change, biodiversity and sustainable construction matters:**

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

Residential developments are required to achieve a 40% reduction in carbon dioxide emissions when compared to a building constructed to comply with the 2010 Building Regulations. 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.

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 expected to comply with the guidance set out in the council's SPD in respect of the level of the 'Code for Sustainable Homes' that is achieved. The council's adopted Sustainable Design and Construction SPD requires that developments of the nature proposed commit to a Code Level 4 or above against the Code for Sustainable Homes.

### **Carbon dioxide emissions**

The application is accompanied by a Sustainability Strategy and a Code for Sustainable Homes Pre-Assessment. These documents set out the applicant's commitment to achieving Level 4 under the Code for Sustainable Homes and demonstrate how this could be achieved. As part of reaching this level under the Code for Sustainable Homes the dwellings proposed will need to achieve an improvement of 40% over the Target Emission Rate under the 2010 Building Regulations. Such an improvement is adequate for the scheme to comply with the requirements of policy on the reduction of carbon dioxide emission. A condition has been recommended to ensure that the development achieves this level of carbon dioxide reductions as a minimum. Subject to this condition the proposal is found to be acceptable and policy compliant in respect of reducing carbon dioxide emissions.

The submission indicates that on site renewable energy generation technologies will be used through the use of photovoltaic cells on the roofs of the properties.

This will therefore assist with the carbon reduction for the overall development, Officers are of the opinion that the scheme as submitted is acceptable from an emission aspect.

#### Other aspects of sustainable design and construction

A Sustainability Statement, prepared by the applicant, has been submitted with the application. This identifies a number of sustainable design features that the proposal would incorporate to develop in a sustainable way, mitigate and adapt to climate change, conserve resources and minimise pollution. These include elements such as measures to reduce water consumption, the provision of appropriate recycling facilities, the inclusion of energy efficiency measures, the use of appropriately sourced materials and the installation of facilities for cyclists.

The submission also includes a preliminary Code for Sustainable Homes assessment for the scheme. This makes it clear that the proposal could meet Code for Sustainable Homes Level 4. It is considered that the details provided in the submission are acceptable in this regard and that the application would result in a development which reaches an appropriate standard in respect of sustainable design and construction matters.

To ensure that the commitment to reaching Code Level 4 and certain other key elements of developing sustainably are carried through to implementation conditions on these aspects of the proposal have been recommended. Such an approach allows a degree of flexibility as to the precise sustainable design and construction measures to be incorporated in the development, while ensuring that, taken in the round, the scheme achieves an appropriate level of sustainability.

To address policies on urban greening specifically the development includes areas of planting and soft landscaping at a ground level, including new areas of communal amenity space and private rear gardens for each of the houses proposed. Conditions have been recommended to ensure that the site is appropriately landscaped at the implementation stage of the development (landscaping is addressed in greater detail

in section 3.8 of this report).

### Biodiversity matters

Natural England has responded to the consultation on the application and confirmed that it does not have any objection to the proposal. However, it has advised that the council should consider requesting biodiversity enhancements in relation to both bats and birds. Conditions have been recommended to ensure that the scheme implemented provides on site biodiversity enhancements in respect of bats and birds. It would be expected that this include features such as the installation of bat and bird boxes and the use of appropriate landscaping.

Although it was not raised as an issue by Natural England the existing site contains areas which could provide suitable habitats for nesting birds. A condition has therefore been recommended to ensure that suitable measures are taken to prevent unacceptable impacts on nesting birds during the construction phase of the development.

The tree and wider landscaping conditions recommended are considered sufficient to ensure that this aspect of the scheme makes appropriate contributions to biodiversity and provides suitable levels of habitat.

Subject to the controls in place under the conditions recommended and the requirements in place under other legislation the proposal is found to be acceptable and compliant with policy on biodiversity and nature conservation matters.

### **3.15 Environmental Impact Assessment Regulations:**

The EIA procedure in the UK is directed by the Town & Country Planning (Environmental Impact Assessment) Regulations 2011 (the 'Regulations'), EU Directive 85/337/EEC (as amended), Circular 02/99 as well as the National Planning Practice Guidance (2014).

Regulation 7 of the Regulations requires local planning authorities to adopt an Environmental Impact Assessment (EIA) screening opinion in respect of a proposed development, where it appears that:

- (a) an application which is before them for determination is a Schedule 1 application or a Schedule 2 application; and
- (b) the development in question has not been the subject of a screening opinion or screening direction; and
- (c) The application is not accompanied by a statement referred to by the applicant as an environmental statement for the purposes of the Regulations.

A formal screening opinion for EIA was sought at pre-application stage. The Council issued a screening opinion on the 5<sup>th</sup> August 2013 (reference F/03186/13) for a 149 unit development confirming that the proposal does not constitute EIA development. Following submission of the planning application, noting that the number of residential units has been reduced to 132, the council has re-screened the proposal to confirm

that no EIA is required.

The development for which consent is sought is not considered to be of a description identified in Schedule 1 of the Regulations (Town and Country Planning (Environmental Impact Assessment) Regulations 2011). However, the development is considered to be of a description identified in column 1 of Schedule 2 of the Regulations. The development described in the submission is deemed to fall within the description of 'urban development projects'. The site identified in the plans accompanying the application is not considered to be in or partly in a sensitive area as defined in Regulation 2. 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 0.5 hectares. The site area for the development identified in the information submitted exceeds this threshold. The proposal is therefore Schedule 2 development.

The characteristics, location and the impacts of the development proposed are described in significant detail in other sections of this report and so are not repeated here. Having considered the characteristics of the development, the location of the development and the characteristics of the potential impacts of the proposal (the criteria set out in Schedule 3 of the Regulations) it is concluded that in each of these respects and taken in totality the proposal would not be likely to give rise to significant effects on the environment in the sense intended by the Regulations.

It is considered that the proposal is not a major development which is of more than local importance, is not a proposal situated in (or partially within) a particularly environmentally sensitive or vulnerable location and is not a development with unusually complex or potentially hazardous environmental effects. This is considered to support the conclusion that the proposal would not be likely to give rise to significant effects on the environment in the sense intended by the Regulations.

Taking account of the criteria set out in Schedule 3 of the Regulations and all other relevant factors it is considered that the development described in the information accompanying the application would not be likely to have significant effects on the environment, in the sense intended by the Regulations. Therefore an Environmental Impact Assessment is not necessary and an Environmental Statement, in line with the Regulations, is not required to be submitted with the application.

### **3.16 Planning obligation matters:**

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.

In accordance with development plan policies the following obligations are required to be secured through a legal agreement with the developer. It is considered that the package of planning obligations and conditions recommended would, when considered alongside the financial contributions that the development would be



required to make under the Barnet CIL, mitigate the potential adverse impacts of the development and ensure the provision of the funding needed for the delivery of the infrastructure that is necessary to support the scheme.

### Affordable Housing

In accordance with policy 3.12 of the London Plan and policies CS4, CS15 and DM10 of the Barnet Local Plan Officers recommend that a Section 106 Agreement be used to secure the following number and mix of affordable housing unit types and sizes:

46 Intermediate (Shared Ownership) affordable housing units comprising:

- 2 x two bedroom four person houses (wheelchair accessible)
- 2 x three bedroom four person houses (wheelchair accessible)
- 6 x three bedroom five person houses
- 15 x one bedroom two person apartments
- 2 x one bedroom two person apartments (wheelchair accessible)
- 4 x two bedroom three person apartments (wheelchair accessible)
- 1 x two bedroom three person apartments
- 14 x two bedroom four person apartments

### Affordable Housing – Review Mechanism

The financial viability of the scheme has been independently reviewed and the above number of affordable housing units are considered to be the maximum the scheme can support. Nevertheless, a positive cascade review clauses will be secured as part of the planning agreement to capture any additional value if the viability of the scheme improves. The review shall be triggered at the occupation of 80% of the private market housing units. If deemed viable to do so, a financial contribution shall be paid towards the provision of affordable housing in the Borough, limited to a maximum of the equivalent value of 5% of the total units proposed (being the amount needed to achieve the policy compliant level of 40%).

### CPZ Contribution

A financial contribution of **£75,000** is required to fund a review of, and potentially altering, the existing CPZ in the vicinity of the development along with the implementation of a suitable CPZ on roads currently not within the existing CPZ areas and amendments to the existing Traffic Management Order to prevent future occupiers of the dwellings within the proposed development from applying for more than one parking permit for the Granville Road Controlled Parking Zone.

### Travel Plan

The applicant shall enter into a Strategic Level Residential Travel Plan for the residential uses on the site that seeks to reduce reliance on the use of the private car. The Travel Plan shall include the following obligations to facilitate modal shift in the choice of transport mode available to occupiers of the residential units:

- Provision of a Travel Incentive Fund of £300 per unit (**£39,600** total cost to the applicant) to be provided to the first occupier of each residential unit within the development to provide two of the three incentives set out below:
  - (d) £150 towards Oyster card credit;
  - (e) £150 towards lifetime Car Club membership and associated Car Club usage;
  - (f) £150 voucher for purchasing a bicycle.

In line with the incentives above, the provision of a car club and the allocation of two car parking spaces at different locations within the site are to be provided and retained for use by the car club.

### Travel Plan and Travel Plan Monitoring

In accordance with policy DM17 of the Local Plan the applicant is required to enter into a Travel Plan for the development that seeks to reduce reliance on the use of the private car and promotes sustainable means of transport.

A contribution of **£15,000** is required towards the monitoring of the Travel Plan for the development to enable the Council to continue to examine the scheme to ensure the development is making reasonable endeavours to meet travel related sustainability objectives in accordance with policy DM17 of the Local Plan.

### Environment and Public Realm Improvements

The PERS Audit carried out by the applicant has identified areas off site where enhancements to the pedestrian environment and routes could be made that would further improve connectivity, safety and legibility which will in turn also enhance access to Childs Hill Park. These include, for example, installation of dropped kerb crossings and tactile paving at key crossing points and an enhanced signage strategy to the park. A financial contribution of **£200,000** is therefore required to fund these improvements identified within the submitted PERS Audit.

### Childs Hill Park Improvements

In light of the site's location within an area designated as being deficient at District Park level and to ensure that the park suitably functions as play space for the 12+ age group for children within the development and existing estate, a contribution of **£210,000** is sought to fund improvements to facilities within Childs Hill Park .

Based upon discussions with the Council's Greenspaces team, it is anticipated that this contribution will have the ability to fund the Council's three priority schemes for the park:

#### *(1) Surfacing of existing tennis courts*

Provide a new tarmac surface and fencing. This has strong links to the Council's sports and participation initiatives.

#### *(2) Enhancements to existing play equipment provision*

New outdoor gym equipment has recently been procured and installed and this would provide additional new formal play equipment for the park.

### *(3) Enhancements to footpath network*

This work would comprise the upgrading of the perimeter path around the park.

These works have the potential to complement other initiatives being pursued by the Friends of Childs Hill Park group. They will also each enhance the play offer at the park in accordance with the London Plan SPG typologies for the 12+ age group, in particular where it will provide new or improved formal sports provision.

### Employment and Training

The Corporate Plan sets out the Council's commitment to creating an environment for growth in the local economy; improving skills and employment opportunities; and engaging with businesses to understand and best meet their needs. The initiatives to support Barnet's economy as outlined in the Economic Strategy (Entrepreneurial Barnet) underpin the delivery of S106 Agreements arising from developments. In particular the Council's adopted SPD for Delivering Skills, Employment, Enterprise and Training from Development through S106 obligations, seeks to acquire contributions from schemes of development which will support and provide for employment and training within the Borough.

For the proposed development, the construction cost and developed value for the site results in a calculated value requiring the proposal to deliver between 8 and 15 apprenticeships connected with the construction and operational phases of the development for residents of Barnet.

The developers are already obligated to provide 3 apprenticeships as part of the Council's development agreement. Therefore a section 106 obligation is recommended to secure the delivery of not less than five (5) apprenticeships connected with the construction and operational phases of the development for residents of Barnet. Of the 5 apprenticeships, two must be at not less than a Level 2 or 3 (as defined in the National Apprenticeship Service Framework or any subsequent scheme which replaces this) and one must be at not less than a Level 4 (as defined in the National Apprenticeship Service Framework any subsequent scheme which replaces this) or an appropriate equivalent graduate scheme.

### Monitoring of the Section 106 Agreement

The delivery of the planning obligation from the negotiations stage to implementation can take considerable time and resources. As the Council is party to a large number of planning obligations, significant resources to project manage and implement schemes funded by planning obligation agreements are required. The Council therefore requires the payment of **£1,530** towards the costs of undertaking the work relating to securing the planning obligations recommended in line with the adopted Supplementary Planning Document for Planning Obligations.

### **3.17 Barnet Community Infrastructure Levy (CIL)**

The proposed development is liable for charge under the Barnet CIL (at a rate of £135 per square metre). Because of the nature of the way in which CIL is calculated it is only possible to estimate the contribution which will finally be made through the Barnet CIL at the time applications are determined. Allowing for indexation the latest estimate of the CIL liability is **£1,291,410** based on the floorspaces proposed as part of the application. It should be noted that this is an estimate only and CIL is calculated at the time it becomes chargeable, which is at commencement of development. The estimate also excludes any CIL relief on affordable housing.

As noted in the Council's Planning Obligations SPD para 2.2.1, the purpose of Barnet's CIL is to secure capital funding to help address the gap in funding for local infrastructure. The money raised by Barnet's CIL will be used to pay for infrastructure required to mitigate the impact of development across the Borough.

Although CIL is a borough-wide funding mechanism, specific priorities for CIL funding can be identified through the Regulation 123 list. CIL can be used to deliver the following infrastructure:

- Health
- Education
- Community

CIL monies will be directed and spent in accordance with the Council's priorities and the Infrastructure Development Plan. Note that other infrastructure impacts such as transport are already mitigated through the s106 planning agreement.

### **3.18 Mayoral Community Infrastructure Levy**

The proposed development is liable for charge under the Mayoral CIL (at a rate of £35 per square metre). Because of the nature of the way in which CIL is calculated it is only possible to estimate the contribution which will finally be made through the Mayoral CIL at the time applications are determined. Taking account the relief from a CIL charge which the affordable housing element of the scheme could be eligible for the development might be expected to generate a Mayoral CIL charge of **£390,320**.

## **4. EQUALITIES AND DIVERSITY ISSUES**

Section 149 of the Equality Act 2010, which came into force on 5<sup>th</sup> 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;
- 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 undertaken extensive consultation with existing residents on Granville Road Estate as well as the surrounding area in the preparation and lead up to this planning application. Changes have been made to the scheme and masterplan in response to feedback from this process.

The proposed development would provide a regenerated neighbourhood around Granville Road Estate which would result in greater levels of integration with the wider streets and community. Physical accessibility and legibility of the site would be improved for pedestrians and vehicle users.

The development will result in the loss of 16 social rented flats. These units are in poor condition. Existing secure tenants will be rehoused by the Council. The development also includes the provision of 46 new affordable homes for shared ownership in an enhanced environment. Careful consideration has been given to the proposals and the loss of the existing units is considered acceptable in this instance taking into account the other public benefits the scheme will deliver.

The new buildings proposed as part of the application would be required to comply with current legislative requirements in respect of equality and diversity related matters, for example access for the disabled under Part M of the Building Regulations. In addition to this the development, as controlled by the conditions recommended, would ensure that in several regards the building constructed would exceed the minimum requirements of such legislation. Examples of this would include all the proposed residential units being constructed to meet the relevant Lifetime Homes standards, the provision of level or appropriately sloping access within the site, and the provision of wheelchair accessible houses and flats and the provision of disabled standard parking spaces.

All new dwellings would be built to ‘Lifetime Homes’ standards and there would be a 10% provision of wheelchair accessible/ adaptable units. 10% of parking spaces

would be designated disabled car parking spaces.

With the conditions recommended the proposal is found to accord with development plan policies as they relate to the relevant equalities and diversity matters, by providing a high quality inclusive design approach which creates an environment that is accessible to all and would continue to be over the lifetime of the development. The design of the proposed development is such that the site would provide enhanced public realm, open spaces and play facilities for the benefit of existing residents. In this sense the development would have a positive effect in terms of equalities and diversity matters.

It is considered by officers that the submission adequately demonstrates that the design of the development and the approach of the applicant are acceptable with regard to equalities and diversity matters. The proposals do not conflict with either Barnet Council's Equalities Policy or the commitments set in our Equality Scheme and support the council in meeting its statutory equality responsibilities.

## **5. CONCLUSION**

Full planning permission is sought by New Granville LLP for the demolition of the Beech Court and ancillary buildings, including pump room and pram shed buildings on the Granville Road Estate site and the redevelopment of the cleared Garth House and Gath Hall site along with other areas of underutilised or vacant land, to provide 132 new residential dwellings, comprising 74 flats and 58 houses, and a range of enhanced public open spaces and landscaping.

The scheme proposes a total of 46 affordable housing units on site. This equates to approximately 35% of the total new dwellings proposed. The affordable housing units would all be provided as Intermediate (Shared Ownership). When taken with the existing housing on the estate, upon completion the proposed development would deliver a revised tenure split of 44% social rented, 13% shared ownership and 43% private housing. The total amount of affordable housing within the estate will be approximately 57%. This will still represent a majority of affordable housing tenures in the estate and it delivers a more even split of tenure across the site and therefore a more mixed community. It is considered that the proposed level of affordable housing strikes an appropriate balance to meet policy objectives including the need to introduce significant enhancements to the environment of the estate and a desire to introduce a wider range of tenures, by following an approach consistent with the London Plan and aims for the estate identified in the Core Strategy, resulting in a mixed and balanced community.

The scheme submitted provides a high quality design approach which relates acceptably to its neighbouring properties and is in keeping with the character of the area, does not cause any unacceptable harm to the amenities of the occupiers of neighbouring properties and would provide its future occupiers with a good standard of accommodation is considered to accord with policies that seek to optimise the use of sites such as this.

Such a design approach also helps the development to fit in with its context, as it enables the scheme to respond to the different characteristics found on the estate and the suburban residential streets to the west and south of the site. It is considered that the quality architectural approach proposed for the detailed design and appearance of the buildings based on traditional features such as pitch roofs and brick detailing, assists further in this regard.

The scheme provides an appropriate level of car parking on site for the number and type of dwellings proposed (134 spaces for 132 units), which reflects the location of the site in an area with a Public Transport Accessibility Level of 3. A total of 196 car parking spaces will be provided for the 236 retained existing properties. The scheme proposes 330 spaces in total. All of the spaces will be properly marked out and will be managed and controlled by One Housing Group. This will prevent commuter parking within the estate and will provide a slight increase in car parking capacity compared to existing conditions.

All vehicular access to and from the site would be from Granville Road and Mortimer Close via surrounding access road such as Nant Road and Llanelly Road. The scheme has been designed to provide appropriate and safe access for all users and would not be expected to result in any significant adverse impacts to the local road network (including when the transport impacts of other committed developments in the surrounding area are taken into account).

The existing area of designated open space within the estate as identified on the Council's Open Space and Parks Directory will be improved and increased in size from 255m<sup>2</sup> to 378m<sup>2</sup>.

Dedicated landscaped communal amenity space will be provided for each of the existing blocks of flats on the estate to provide semi-private open space which is currently lacking from the site for existing residents. All new houses are provided with rear private gardens that meet the Council's minimum standards, with some supplemented by terraces where required. Proposed flats each benefit from a balcony that also meets the applicable minimum standards. The proposed layout satisfies all privacy distances set out within the Council's Supplementary Planning Guidance.

Sufficient play provision will be provided on site for existing and proposed residents alike, serving the under 12's age group following the London Plan 10m<sup>2</sup> play provision per child approach. The development is not required to directly provide on site facilities for the over 12's group as this is already provided at Childs Hill Park and other nearby open spaces. The scheme will however provide a financial contribution of £210,000 as part of the s106 legal agreement to enable the Council to make improvements to the existing facilities in Childs Hill Park.

The development would result in the removal of a total of 96 trees from the site none of which are covered by a Tree Preservation Order. However it is considered that the replacement with 200 new trees provides adequate mitigation for this. The means of enclosure and landscaping proposed would assist in creating a design that is not detrimental to the security of the occupiers of neighbouring properties and the Metropolitan Police have not raised any objections to the proposals in this regard.

All residential units are designed to achieve Level 4 Code for Sustainable Homes (CfSH) certification. The development will deliver at least a 40% reduction in CO2 emissions above Building Regulations (2010), and include the provision of on-site renewable energy through the installation of 180 photovoltaic solar panels on the roofs of the proposed flat blocks and further provision to houses.

The application is found to propose a positive development that would comply with the relevant policies in the development plan and provide high quality new residential accommodation, whilst significantly improving the quality of the environment and public realm on Granville Road Estate. The scheme seeks to provide a 'best fit' design solution for the site which remains deliverable and viable whilst working around retained buildings, reflects local character and has regard to opportunities and constraints that exist at this location; whilst contributing towards meeting housing need, providing a mixed community and vibrant residential environment. The proposed redevelopment is consistent with the sustainability principles advocated by the National Planning Policy Framework.

A number of conditions and planning obligations have been recommended to ensure that the development achieves a suitable quality of residential environment, does not cause any unacceptable harm to the amenities of neighbouring occupiers, achieves the benefits that the submission advances in support of the scheme and mitigates any potential adverse impacts from the proposal. The development would also be liable for a charge under both the Mayoral and Barnet Community Infrastructure Levy regimes.

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 Mayor's London Plan and the Barnet Local 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 the satisfactory completion of the Section 106 Agreement, officers recommend **APPROVAL** subject to the conditions set out in Appendix 1 of this report.



## **APPENDIX 1: Conditions and Informatives**

The conditions to be imposed upon the grant of planning permission are as follows:

### **COMMENCEMENT**

- 1 This development must be commenced within three years from the date of this permission.

Reason:

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

### **PLANS OF THE DEVELOPMENT**

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

2928A.P3.D\_001 Rev: P3, 2928A.P2.D\_002 Rev: P2;  
2928A.P5.D\_007 Rev: P5 to 2928A.P5.D\_016 Rev: P5;  
2928A.P4.D\_020 Rev: P4 to 2928A.P4.D\_037 Rev: P4;  
2928A.P3.D\_038 Rev: P3; 2928A.P4.D\_039 Rev: P4;  
2928A.P5.D\_040 Rev: P5; 2928A.P4.D\_041 Rev: P4 to  
2928A.P4.D\_045 Rev: P4; 2928A.P3.D\_046 Rev: P3;  
2928A.P4.D\_047 Rev: P4; 2928A.P1.D\_048 Rev: P1;  
2928A.P5.D\_050 Rev: P5; 2928A.P5.D\_051 Rev: P5;  
2928A.P4.D\_059 Rev: P4; 2928A.P5.D\_060 Rev: P5;  
2928A.P5.D\_061 Rev: P5; 2928A.P3.D\_062 Rev: P3;  
2928A.P3.D\_063 Rev: P3; 2928A.P5.D\_064 Rev: P5 to  
2928A.P5.D\_068 Rev: P5; 2928A.P4.D\_070 Rev: P4;  
2928A.P4.D\_071 Rev: P4; 2928A.P2.D\_072 Rev: P3;  
2928A.P4.D\_073 Rev: P4 to 2928A.P4.D\_078 Rev: P4;  
2928a.SK.004 Rev: P3 to 2928a.SK.009 Rev: P3; 2928a.SK.0011  
Rev: P3 to 2928a.SK.0017 Rev: 3; 2928a.SK0056; 2928A.D.D\_900  
Rev: P4; 2928A.L.D\_901 Rev: P10; 2928A.D\_902 Rev: P6;  
2928A.D.D\_903 Rev: P7; 2928A.D\_904 Rev: P5; 2928A.D\_905 Rev:  
P6; 2928A.D\_906 Rev: P6; 2928A.D907 Rev: P8; 2928A.D\_908 Rev:  
P8; 2928A.D\_921 Rev: P8; 2928A.D\_922 Rev: P8; 2928A.D\_923  
Rev: P4; 2928A.D\_924 Rev: P4; 2928A.D\_925 Rev: P7;  
2928A.D\_926 Rev: P7; 2928A.D927 Rev: P6; 2928A.D\_928 Rev: P4;  
2928A.D\_929 Rev:P4; 2928A.D\_930 Rev: P3; 2928A.D\_931 Rev:  
P3; 2928A.D\_932 Rev: P3; 2928A.D\_940 Rev:P2 to 2928A.D\_944  
Rev: P2; 2928A.D\_955 Rev: P2; 2928A.D\_956 Rev: P2;  
2928A.D\_960 Rev: P3.; 2928A.D\_933/P1; 2928A.D\_934/P1;  
2928A.D\_941/P2; 2928A.D\_942/P2; 2928A.D\_943/P2

Reason:

For the avoidance of doubt and in the interests of proper planning and so as to ensure that the development is carried out fully in accordance with the application as assessed in accordance with policies CS1, CS4, CS5, DM01 and DM02 of the Barnet Local Plan and policy 1.1 of the London Plan.

**MATERIALS**

- 3 Notwithstanding the details shown on the plans otherwise hereby approved the development hereby permitted shall not commence (other than for Groundworks and Site Preparation Works) unless and until details and appropriately sized samples of the materials to be used for all the external surfaces of the proposed buildings and the new hard surfaced areas at the site shall have been submitted to and approved in writing by the Local Planning Authority. The Development shall thereafter be implemented in accordance with such details and samples as so approved before the dwellings approved are first occupied.

Reason:

To safeguard the character and visual amenities of the site and wider area and to ensure that the development 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.

**SITE LEVELS**

- 4 Notwithstanding the details shown in the drawings submitted and otherwise hereby approved the development is not to commence unless and until details of the levels of the proposed buildings, roads, footpaths and other landscaped areas relative to adjoining land and any other changes proposed in the levels of the site associated with the works permitted by this permission shall have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in full accordance with such details as so approved before the dwellings approved are occupied.

Reason:

To ensure that the development is carried out at suitable levels in relation to the highway and adjoining land having regard to drainage, gradient of access, the amenities of the area and neighbouring occupiers and the health of any trees or vegetation in accordance with policies DM01, DM04 and DM17 of the Barnet Local Plan and policies 7.2, 7.3, 7.4, 7.5, 7.6, 7.13 and 7.21 of the London Plan.

**MEASURES TO ENSURE PRIVACY**

- 5 Notwithstanding the details shown in the plans submitted and otherwise hereby approved none of the buildings hereby granted consent shall be occupied unless and until plans and other appropriate details are submitted

to the Local Planning Authority and approved in writing which specify all windows in the proposed building that are to be permanently glazed with obscured glass and fixed shut or provided with only a fanlight opening and the manner and design in which these windows are to be implemented. The development shall be implemented in full accordance with the details and specifications approved under this condition and shall be permanently retained as such thereafter.

Reason:

To safeguard the privacy and amenities of occupiers of neighbouring residential properties and the future occupiers of the proposed residential dwellings in accordance with policies DM01 and DM02 of the Barnet Local Plan.

- 6 Notwithstanding the details shown in the plans submitted and otherwise hereby approved none of the buildings hereby granted consent shall be occupied unless and until plans and other appropriate details are submitted to the Local Planning Authority and approved in writing which specify the size, design, materials and location of all privacy screens to be fixed to the proposed buildings. The development shall be implemented in full accordance with the details and specifications approved under this condition and shall be permanently retained as such thereafter.

Reason:

To safeguard the privacy and amenities of occupiers of neighbouring residential properties and the future occupiers of the proposed residential dwellings in accordance with policies DM01 and DM02 of the Barnet Local Plan.

### **REMOVAL OF PERMITTED DEVELOPMENT RIGHTS**

- 7 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 insertion of windows, rooflights and external doors in the buildings hereby approved, other than those shown in the approved plans, shall not be undertaken without the prior receipt of express specific planning permission in writing from the Local Planning Authority.

Reason:

To safeguard the privacy and amenities of occupiers of neighbouring residential properties and the future occupiers of the proposed residential dwellings in accordance with policies DM01 and DM02 of the Barnet Local Plan.

- 8 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 buildings hereby permitted shall not be extended in any manner whatsoever without the prior receipt of

express specific planning permission in writing from the Local Planning Authority.

Reason:

To ensure that the development does not prejudice the character of the locality, the amenities of future occupiers of the dwellings proposed and the enjoyment by neighbouring occupiers of their properties in accordance with policies CS5, DM01 and DM02 of the Barnet Local Plan.

## **REFUSE AND RECYCLING**

- 9 Notwithstanding the details submitted with the application and otherwise hereby approved, before the development hereby permitted is brought into use or occupied details of the:
- 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. refuse and recycling collection arrangements;

shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented and the refuse and recycling facilities provided in full accordance with the details approved under this condition prior to the first occupation of each individual block or dwelling house and the development shall be managed in accordance with the approved details once occupation of the site has commenced.

Reason:

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

## **ACCESSIBILITY**

- 10 Before construction work on any individual dwelling house or residential block hereby permitted commences (other than for Groundworks and Site Preparation Works) details setting out how the dwelling(s) in question (use class C3) will be constructed to meet and achieve the relevant criteria of the 'Lifetime Homes' standard (or the equivalent standard in such measure of accessibility and adaptability for house design which may replace that scheme) shall be submitted to and approved in writing by the Local Planning Authority. The details provided shall include sufficient information to fully demonstrate how each of the new dwellings will be constructed to achieve the 'Lifetime Homes' standard. The development shall be implemented in full accordance with the details as approved prior to the occupation of each individual block or dwelling house.

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 2011 and policy DM02 of the Barnet Local Plan.

- 11 Before the development hereby permitted commences (other than for Groundworks and Site Preparation Works) details of the location within the development and specification of the 14 dwellings to be constructed to be either wheelchair accessible or easily adaptable for residents who are wheelchair users shall be submitted to and approved in writing by the Local Planning Authority. The specification provided for the 14 dwellings shall include sufficient particulars to demonstrate how they will be constructed to be either wheelchair accessible or easily adaptable for residents who are wheelchair users. The development shall be implemented in full accordance with the details as approved prior to the occupation of the development.

Reason:

To ensure that the development is accessible for all members of the community and to comply with policies 3.8 and 7.2 of the London Plan 2011 and policy DM02 of the Barnet Local Plan.

### **SUSTAINABILITY**

- 12 The 132 residential units (use class C3) in the development hereby permitted shall all be constructed to achieve not less than Code Level 4 in accordance with the Code for Sustainable Homes (or the equivalent standard in such measure of sustainability for house design which may replace that scheme). No dwelling shall be occupied until formal certification has been issued confirming that not less than a Code Level 4 has been achieved for the residential unit concerned and this certification has been submitted to the Local Planning Authority.

Reason:

To ensure that the development is sustainable and in accordance with policies DM01 and DM02 of the Barnet Local Plan and policies 5.2 and 5.3 of the London Plan.

### **NO TELECOMUNICATIONS EQUIPMENT**

- 13 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 installation of any structures or apparatus for purposes relating to telecommunications on any part the roof of the buildings 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 townscape and 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.

**CONTAMINATED LAND**

14 Before development commences other than for investigative work:

a) Further intrusive ground investigation and laboratory testing shall be carried out as recommended in the Geotechnical Desk Study (dated 1<sup>st</sup> March 2013 and prepared by Ramboll) submitted with the application.

The ground investigation and analysis carried out must be comprehensive enough to enable:-

- A contaminated land risk assessment to be undertaken.
- Appropriate refinement of the Conceptual Model.
- The development of a Method Statement which details appropriate contaminated land remediation requirements and a programme for their phased undertaking in accordance with any construction phasing.

The risk assessment and refined Conceptual Model prepared following the intrusive ground investigation and laboratory testing shall be submitted, along with a suitable site investigation report, to the Local Planning Authority and approved in writing prior to the commencement of the development (other than for investigative work).

b) If the risk assessment and refined Conceptual Model submitted and approved under part a) of this condition indicate any risk of harm from land contamination, a Contaminated Land Method Statement detailing the necessary remediation requirements, using the information obtained from the site investigation, and details of the post remedial monitoring to be carried out shall be submitted to and approved in writing by the Local Planning Authority prior to that remediation being carried out on site and prior to the commencement of the development.

Reason:

To ensure the development can be implemented and occupied with adequate regard for environmental and public safety and to comply with policy DM04 of the Barnet Local Plan.

15 Where remediation of land contamination on the site is required completion of the remediation detailed in the Contaminated Land Method Statement approved under Condition 14 of this permission shall be carried out in

full and a report that provides verification that the required works within any phase identified in the approved Contaminated Land Method Statement have been carried out in full, shall be submitted to and approved in writing by the Local Planning Authority before any dwelling within that phase is first occupied or brought into use.

Reason:

To ensure the development can be implemented and occupied with adequate regard for environmental and public safety and to comply with policy DM04 of the Barnet Local Plan.

## **BIODIVERSITY**

- 16 Prior to the commencement of the development (other than for Groundworks and Site Preparation Works) details comprising a scheme of measures to enhance and promote biodiversity at the site as redeveloped, including timing and phasing of implementation of the measures shall be submitted the Local Planning Authority and approved in writing. The scheme submitted shall include (but not be limited to) details of biodiversity enhancement measures related specifically to bats and birds. The approved scheme of measures shall be implemented in full in accordance with the approved details.

Reason:

To ensure that the development represents 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.

- 17 Prior to the commencement of the development or the carrying out of any site clearance works, details comprising a scheme of measures to be put in place to ensure that the clearance of the site and construction of the development hereby approved does not harm or result in the disturbance of breeding birds shall be submitted the Local Planning Authority and approved in writing. The site clearance works and construction of the approved development shall be carried out in full accordance with the approved scheme of measures.

Reason:

To ensure that the development 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 policy 7.19 of the London Plan.

## **WATER AND DRAINAGE**

- 18 The development hereby permitted shall not commence unless and until a Drainage Strategy detailing all on and off site drainage works to be carried out in respect of the development hereby approved and all Sustainable Urban Drainage System features to be included in the scheme including timing and

implementation of the measures relevant to construction phasing, has been submitted to and approved in writing by the Local Planning. No foul, surface or ground water shall be discharged from the development hereby approved into the public sewer system until the drainage works and Sustainable Urban Drainage System features identified in the approved Drainage Strategy have been implemented.

Reason:

To ensure that the development provides appropriate drainage infrastructure and to comply with policy CS13 of the Barnet Local Plan and policies 5.13 and 5.14 of the London Plan.

- 19 The dwellings hereby approved shall have 100% of the water supplied to them by the mains water infrastructure provided through a water meter or water meters.

Reason:

To encourage the efficient use of water in accordance with policy CS13 of the Barnet Local Plan and policy 5.15 of the London Plan.

- 20 The only toilets to be installed in the development hereby approved shall be dual flush (6 to 4 litres) toilets and all taps fitted in the development shall be spray or flow restricted taps.

Reason:

To encourage the efficient use of water in accordance with policy CS13 of the Barnet Local Plan and policy 5.15 of the London Plan.

- 21 Before the development hereby permitted is first occupied details of the water efficiency measures to be installed in the scheme to ensure that it achieves a water usage standard of not more than 105 litres per head per day shall be submitted to and approved in writing by the Local Planning Authority. The details provided shall include sufficient particulars to demonstrate how the water usage standard of not more than 105 litres per head per day shall be achieved. The development shall be implemented in full accordance with the details as approved.

Reason:

To encourage the efficient use of water in accordance with policy CS13 of the Barnet Local Plan and policy 5.15 of the London Plan.

- 22 No impact piling shall take place in connection with the works approved under this application until a Piling Method Statement detailing all types of piling to be undertaken as part of implementation of the development and the methodology by which such piling will be carried out, including the measures to be used to prevent damage to subsurface sewerage infrastructure and the programme for the works, has been submitted to and approved in writing by the Local Planning Authority, in consultation with Thames Water. Any piling carried out in connection with the works approved



under this application must be undertaken in full accordance with the Piling Method Statement approved under this condition.

Reason:

To protect underground sewerage utility infrastructure in close proximity to the application site from piling work associated with the development proposed and to comply with policy 5.14 of the London Plan.

**NOISE AND AIR QUALITY MANAGEMENT AND MITIGATION**

- 23 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.

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.

- 24 Prior to the commencement of the development hereby permitted (other than for Groundworks and Site Preparation Works) a Scheme of Air Pollution Mitigation Measures to be provided in the development to protect the amenities of future occupiers, including identification of the relevant blocks that the measures apply to, shall have been submitted to the Local Planning Authority and approved in writing. The approved Scheme of Air Pollution Mitigation Measures shall be implemented in its entirety before the first occupation of the units within the relevant blocks.

Reason:

To ensure that the amenities of future occupiers are protected in accordance with policy DM04 of the Barnet Local Plan and policy 5.3 of the London Plan.

- 25 Prior to the first occupation of the development hereby permitted a scheme detailing the servicing and maintenance regime to be in place for the air pollution mitigation measures installed in the development (as part of condition 22) shall have been submitted to the Local Planning Authority and approved in writing. The air quality mitigation measures in the development shall be serviced and maintained in full accordance with the approved details in perpetuity.

Reason:

To ensure that the amenities of future occupiers are protected in accordance with policy DM04 of the Barnet Local Plan and policy 5.3 of the London Plan.

- 26 Prior to the commencement of the development (other than for Groundworks and Site Preparation Works) a full scheme of the measures to

be incorporated in the development to mitigate the impact of noise from road traffic and any other relevant sources of noise on the occupiers of the development shall be submitted to the Local Planning Authority and approved in writing. The scheme of measures submitted shall ensure that the levels of noise as measured within habitable rooms of the new dwellings hereby approved shall be no higher than 35dB(A) from 7am to 11pm and 30dB(A) in bedrooms from 11pm to 7am and the submission made shall include sufficient details and information to adequately demonstrate how these standards would be met. No single residential unit hereby approved shall be occupied until the mitigation relating to that unit as approved by this condition has been implemented in full.

Reason:

To ensure that the amenities of the occupiers of the development are not prejudiced by noise and to accord with policies DM04 of the Barnet Local Plan and 7.15 of the London Plan.

- 27 Before construction works on any single dwelling house or residential block hereby permitted commences (other than for Groundworks and Site Preparation Works), a report shall be carried out by a competent acoustic consultant, submitted to the Local Planning Authority and approved in writing which clearly sets out and assesses the likely noise impacts from all the ventilation and extraction plant to be installed in or on the dwelling house or block in question and the mitigation measures proposed to be used to reduce the noise impacts arising from the ventilation and extraction plant to be installed to acceptable levels. The report submitted 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 contents and recommendations. No single residential unit hereby approved shall be occupied until the mitigation measures proposed to reduce the noise impacts arising from the ventilation and extraction plant in relation to that unit as approved by this condition has been implemented in full.

Reason:

To ensure that the amenities of neighbouring properties are protected from noise from the development in accordance with policies DM04 of the Barnet Local Plan and 7.15 of the London Plan.

- 28 Before construction works on any single dwelling house or residential block hereby permitted commences (other than for Groundworks and Site Preparation Works) details of all extraction and ventilation equipment to be installed in or on the dwelling house or block in question shall be submitted to and approved in writing by the Local Planning Authority. Extraction and ventilation equipment shall be installed at the site in full accordance with the details approved under this condition.

Reason:

To ensure that the proposed development does not prejudice the enjoyment or amenities of occupiers of adjoining residential properties in accordance

with policies DM04 of the Barnet Local Plan and 7.15 of the London Plan.

- 29 The level of noise emitted from the plant installed as part of the development 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 Barnet Local Plan and 7.15 of the London Plan.

### **DETAILS OF ARCHITECTURAL FEATURES**

- 30 Notwithstanding the details shown in the drawings submitted and otherwise hereby approved the development is not to commence (other than for Groundworks and Site Preparation Works) unless and until details (necessary details specified in brackets) of the following features and elements of the works have been submitted to the Local Planning Authority and approved in writing:

- Brick bonding (annotated plans at a scale of not less than 1:10).
- Roof ridge and hip tiles (annotated plans at a scale of not less than 1:10).
- Balustrading to balconies (annotated plans at a scale of not less than 1:10).
- Door canopies (annotated plans at a scale of not less than 1:10).
- Brick detailing including recessed panels, stretched headers and hit and miss brickwork (annotated plans at a scale of not less than 1:10).
- Rainwater goods (annotated plans at a scale of not less than 1:10).
- Oriel windows and projecting bays (annotated plans at a scale of not less than 1:10).
- Boiler flues and other external air extraction, intake and ventilation points (annotated plans at a scale of not less than 1:10).
- Roller shutters to the basement car parking areas (annotated plans at a scale of not less than 1:10).

Each building of the development hereby approved shall be implemented in full accordance with the approved details prior to the first occupation.

Reason:

To safeguard the character and visual amenities of the site and wider area and to ensure that the development 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.

## **LANDSCAPING**

- 31 Notwithstanding the details shown on the plans submitted and otherwise hereby approved prior to the commencement of the development (other than for Groundworks and Site Preparation Works) full details, including annotated scaled plans, of all proposed boundary treatments, walls, fencing, gates or other means of enclosure to be erected at the site (both to enclose the site and to divide areas within the site) shall have been submitted to the Local Planning Authority and approved in writing. The development shall be implemented in full accordance with the approved details and be permanently retained as such thereafter.

**Reason:**

To ensure that the development protects the amenities of the occupiers of neighbouring and future properties, provides a safe and secure environment and to protect the character and visual amenities of the site and wider area in accordance with policies CS5 and DM01 and DM02 of the Barnet Local Plan and policies 1.1, 7.3, 7.4, 7.5 and 7.6 of the London Plan.

- 32 Notwithstanding the details submitted and otherwise hereby approved, prior to the commencement of the development (other than for Groundworks and Site Preparation Works) a detailed scheme of hard and soft landscaping shall have been submitted to and approved in writing by the Local Planning Authority. The details of landscaping submitted shall include but not be limited to the following:

- The position of any existing trees to be removed.
- New tree, hedge and shrub planting including species, plant sizes and planting densities as well as planting for green roofs including herbaceous / climbers / grasses / ground cover plants.
- Means of planting, staking and tying of trees, including tree guards as well as a detailed landscape maintenance schedule for regular pruning, watering and fertiliser.
- Existing contours and any proposed alterations such as earth mounding.
- Areas of hard landscape works including paving, proposed materials samples and details of all techniques to be used to provide conditions appropriate for new plantings.
- The timing of planting and programme of implementation.

All work comprised in the approved scheme of hard and soft landscaping shall be carried out in full accordance with the programme of implementation as approved by this condition.

**Reason:**

To ensure a satisfactory appearance and contribution to biodiversity from the development and to protect the amenities of future and neighbouring occupiers in accordance with policies DM01, DM02 and DM16 of the Barnet

Local Plan and policies 3.6, 7.19 and 7.21 of the London Plan.

- 33 Any trees, hedges or shrubs to be planted as part of the approved landscaping scheme (submitted under condition 32) which are removed, die, become severely damaged or diseased within five years of the completion of development shall be replaced with trees or shrubs of appropriate size and species in the next planting season.

Reason:

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

- 34 No site works or other works associated with this development shall be commenced before a Method Statement detailing the precautions to be taken to minimise damage to trees adjacent the site, in accordance with British Standard BS5837: 2012 *Trees in relation to design, demolition and construction - Recommendations*, has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in full accordance with the Method Statement approved under this condition.

Reason:

To safeguard the health of existing trees which represent an amenity feature in accordance with policy DM01 of the Barnet Local Plan and policy 7.21 of the London Plan.

- 35 Prior to the commencement of development, details of temporary tree protection measures to safeguard existing trees to be retained during construction, including a programme for their implementation in accordance with any phased construction programme, shall be submitted to the Local Planning Authority and approved in writing. No site works or other works associated with any phase identified within the details approved shall be commenced before temporary tree protection measures to safeguard trees adjacent to that phasing area have been put in place in accordance with the approved details. The tree protection measures in any one identified phase approved under this condition shall remain in place until the development hereby consented within that phase has been completed

Reason:

To safeguard the health of existing trees which represent an amenity feature in accordance with policy DM01 of the Barnet Local Plan and policy 7.21 of the London Plan.

- 36 Details submitted pursuant to Conditions 4, 31 and 32 (inclusive) imposed by this Planning Permission shall be submitted at the same time.

Reason:

To enable the proper consideration of matters relating to site levels,

protective fencing and landscaping in accordance with policies DM01, DM04 and DM17 of the Barnet Local Plan and policies 7.2, 7.3, 7.4, 7.5, 7.6, 7.13 and 7.21 of the London Plan.

- 37 The development hereby approved shall not be occupied unless and until a Landscape Management Plan, including details of the long term design objectives, management responsibilities and maintenance schedules for the landscaped parts of the site (other than for small privately owned domestic gardens) shall have been submitted to the Local Planning Authority and approved in writing. The management of the landscaping at the site shall be carried out in full accordance with the details in the approved Landscape Management Plan.

Reason:

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

- 38 Notwithstanding the details shown on the plans submitted and otherwise hereby approved, prior to the first occupation of the development a scheme detailing all play equipment to be installed in the communal amenity spaces and public open spaces provided on the site (as identified in plan number 2928A D\_934P1) including the timing of construction of the spaces, shall be submitted to the Local Planning Authority and approved in writing. The development shall be implemented in full accordance with the details as approved.

Reason:

To ensure that the development represents high quality design and to accord with policies DM01 and DM02 of the Barnet Local Plan and policy 3.6 of the London Plan.

## **SECURITY AND LIGHTING**

- 39 Prior to the first occupation of the dwellings hereby approved full plans, details and specifications of all external lighting to be installed as part of the development shall be submitted to the Local Planning Authority and approved in writing. The development shall be implemented in full accordance with the approved details.

Reason:

To ensure that appropriate lighting is provided as part of the development in accordance with policy DM01 of the Barnet Local Plan and policy 7.13 and 5.3 of the London Plan.

- 40 Notwithstanding the details shown in the plans submitted and otherwise hereby approved prior to the first occupation of any individual dwelling house or residential block hereby granted consent details of the security and crime prevention measures to be included relevant to that dwelling house or

residential block shall be submitted to and approved in writing by the Local Planning Authority. The information submitted in this respect shall include (but not be limited to) details in relation to:

- The postal arrangements for communal entrances.
- The measures to be used to prevent unauthorised access to the basement parking areas.

Each individual dwelling house or residential block shall be constructed in full accordance with the approved details prior to their first occupation

Reason:

To ensure that appropriate security and crime prevention measures are provided as part of the development in accordance with policy DM01 and DM02 of the Barnet Local Plan and policy 7.13 of the London Plan.

## **TRANSPORT**

- 41 Before each dwelling house or residential block hereby permitted is occupied the car parking spaces shown on plan number 2928A D922P8 serving the dwelling house or residential block in question shall be provided in the development and shall not be used for any purpose other than the parking and turning of vehicles in connection with the development hereby approved.

Reason:

To ensure that satisfactory provision is made for the parking of vehicles in the interests of pedestrian and highway safety and the free flow of traffic in accordance with policies CS9 and DM17 of the Barnet Local Plan.

- 42 Before the development hereby permitted is first occupied a Car Parking Management Plan detailing the allocation of car parking spaces, all on site parking controls and charges and enforcement measures to be put in place to deal with any unauthorised parking shall be submitted to and approved in writing by the Local Planning Authority. The development when completed shall be managed in accordance with the approved Car Parking Management Plan in perpetuity thereafter.

Reason:

To ensure that parking is provided and managed at the development in the interests of highway and pedestrian safety and the free flow of traffic in the area and in accordance with policies CS9 and DM17 of the Barnet Local Plan.

- 43 Prior to the commencement of the development hereby approved a Construction Management and Logistics Plan shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in full accordance with the details approved under this Plan. This Construction Management and Logistics Plan submitted shall include, but not be limited to, the following information:

- i. details of the routing of construction vehicles to the site, hours of access, access and egress arrangements within the site and security procedures;
- ii. site preparation and construction stages of the development;
- iii. details of provisions for recycling of materials, the provision on site of a storage/delivery area for all plant, site huts, site facilities and materials;
- iv. details showing how all vehicles associated with the construction works are properly washed and cleaned to prevent the passage to mud and dirt onto the adjoining highway;
- v. the methods to be used and the measures to be undertaken to control the emission of dust, noise and vibration arising from construction works;
- vi. a suitable and efficient means of suppressing dust, including the adequate containment of stored or accumulated material so as to prevent it becoming airborne at any time and giving rise to nuisance;
- vii. noise mitigation measures for all plant and processors;
- viii. details of contractors compound and car parking arrangements;
- ix. Details of interim car parking management arrangements for the duration of construction;
- x. Details to ensure that unobstructed access will be maintained to the Childs Hill Allotments from the site;
- xi. Details of a community liaison contact for the duration of all works associated with the development.

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 policies 5.3, 5.18, 7.14 and 7.15 of the London Plan.

- 44 Not less than 3 months prior to the first occupation of the development hereby permitted a strategic level residential Travel Plan prepared in accordance with all relevant technical and good practice guidance, including the Transport for London document 'Travel Planning for New Development in London' and which is ATTrBuTE and TRAVL compliant and includes the appointing of a Travel Plan Champion shall be submitted to and approved in writing by the Local Planning Authority. The development shall be occupied and managed in accordance with the approved Travel Plan and the Travel Plan shall be reviewed in accordance with Transport for London's 'Standardised Approach to Monitoring'. The Travel Plan approved shall be implemented and enforceable in accordance with the agreement completed under section 106 of the Town and Country Planning Act (as amended)



which accompanies this application.

Reason:

To encourage the use of sustainable forms of transport to the site and minimise transport impacts of the development in accordance with policies DM17 and CS9 of the Barnet Local Plan.

- 45 Before the first occupation of the development hereby approved details showing suitable parking and storage facilities for 224 bicycles within the development shall be submitted to the Local Planning Authority and approved in writing. The development shall be implemented in full accordance with the details as approved and permanently retained as such thereafter.

Reason:

In the interests of promoting cycling as a mode of transport in accordance with Policies CS9 and DM17 of the Barnet Local Plan and Policy 6.13 of the London Plan.

- 46 Not less than eleven (11) disabled standard parking spaces shall be provided at the site in accordance with details that have previously been submitted to the Local Planning Authority and approved in writing.

Reason:

To ensure that satisfactory provision is made for the parking of vehicles in the interests of pedestrian and highway safety, the free flow of traffic and the creation of an environment which is accessible to all members of the community in accordance with policies CS9 and DM17 of the Barnet Local Plan

- 47 Before the development hereby permitted is first occupied full details of the Electric Vehicle Charging facilities to be installed in the development including location and programme for installation, shall have been submitted to the Local Planning Authority and approved in writing. These details shall include provision for not less than 23 of the car proposed parking spaces to be provided with active Electric Vehicle Charging facilities and a further 23 of the proposed car parking spaces to be provided with passive Electric Vehicle Charging facilities. The development shall be implemented in full accordance with the approved details and thereafter be maintained as such.

Reason:

To ensure that the development makes adequate provision for electric vehicle charging points to encourage the use of electric vehicles in accordance with policy 6.13 of the London Plan.

- 48 Prior to the first occupation of the development hereby permitted a Waiver of Liability and Indemnity Agreement must be signed by the applicant and be submitted to and approved in writing by the Local Planning

Authority. The Waiver of Liability and Indemnity Agreement submitted shall indemnify the Council against any claims for consequential damage caused to private roads within the application site arising from and/or in connection with the collection of waste by the Council from the premises.

Reason:

To ensure that access to the site is satisfactory and to protect the amenities of the area in accordance with policies CS9 and DM17 of the Barnet Local Plan.

## **INFORMATIVES**

1. In accordance with paragraphs 186 and 187 of the National Planning Policy Framework, the Council takes a positive and proactive approach to development proposals, focused on solutions. The Local Planning Authority has produced planning policies and written guidance to guide applicants when submitting applications. These are all available on the Council's website. A pre-application advice service is also offered. The Local Planning Authority has negotiated with the applicant where necessary during the application process to ensure that the proposed development is in accordance with the Council's relevant policies and guidance. In this case, formal pre-application advice was sought prior to submission of the application.
2. The applicant is advised that the costs of any associated works to the public highway required to implement the development, including reinstatement works, will be borne by the applicants and may require the applicant to enter into a 278 Agreement under the Highways Act 1980. Detailed design will have to be approved by Traffic & Development Team – Development and Regulatory Services.

To receive a copy of our Guidelines for Developers and an application form please contact: Traffic and Development Team – Development and Regulatory Services, London Borough of Barnet, North London Business Park (NLBP) Building 4, Oakleigh Road South, London N11 1NP.

3. In complying with the contaminated land condition placed on this consent (conditions 14 and 15):
  - a) Reference should be made at all stages to appropriate current guidance and codes of practice at August 2012 this would include:
    - 1) The Environment Agency CLR model procedures;
    - 2) BS10175:2011 Investigation of potentially contaminated sites – Code of Practice;
    - 3) The Environment Agency “Guiding principles for land contamination (GPLC)”;
    - 4) Guidance for the safe development of housing on land affected by contamination, Environment Agency R&D Publication 66:2008.

- b) Clear site maps should be included in the reports showing previous and future layouts of the site, potential sources of contamination, the locations of all sampling points, the pattern of contamination on site, and to illustrate the remediation strategy.
  - c) All raw data should be provided in a form that can be easily audited and assessed by the council. (e.g. trial pit logs and complete laboratory analysis reports).
  - d) Details as to reasoning, how conclusions were arrived at and an explanation of the decisions made should be included. (e.g. the reasons for the choice of sampling locations and depths).
4. You are 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 supplementary planning document on Sustainable Design and Construction 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 35dB(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 (1991) Pts 1, 2 & 3 (ISO 1996 pts 1-3) - Description and & measurement of environmental noise; 2) BS 4142:1997 - Method of rating industrial noise affecting mixed residential and industrial areas; 3) BS 8223: 1999 - 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) Department of transport : Railway Noise and insulation of dwellings.

5. The Air Quality Stage 4 Review and Assessment for the London Borough of Barnet has highlighted that this area currently experiences or is likely to experience exceedances of Government set health-based air quality standards. A list of possible options for mitigating poor air quality is as follows:

- 1) Use of passive or active air conditioning; 2) Use of acoustic ventilators; 3) Altering lay out – habitable rooms away from source of poor air quality; 4) Non residential usage of lower floors; 5) Altering footprint – setting further away from source of poor air quality.
6. With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.
7. Where a developer proposes to discharge groundwater into a public sewer, a groundwater discharge permit will be required. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Groundwater permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 8507 4890 or by emailing [wwqriskmanagement@thameswater.co.uk](mailto:wwqriskmanagement@thameswater.co.uk). Application forms should be completed on line via [www.thameswater.co.uk/wastewaterquality](http://www.thameswater.co.uk/wastewaterquality). Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991.
8. Legal changes under The Water Industry (Scheme for the Adoption of private sewers) Regulations 2011 mean that the sections of pipes you share with your neighbours, or are situated outside of your property boundary which connect to a public sewer are likely to have transferred to Thames Water's ownership. Should your proposed building work fall within 3 metres of these pipes we recommend you contact Thames Water to discuss their status in more detail and to determine if a building over / near to agreement is required. You can contact Thames Water on 0845 850 2777 or for more information please visit: [www.thameswater.co.uk](http://www.thameswater.co.uk)
9. Due to the presence of National Grid apparatus in proximity to the site, any person wishing to implement the development must contact National Grid before any works are carried out, to ensure their apparatus is not affected. The National Grid Plant Protection Team can be contacted at on 0800 688 588 and at [plantprotection@nationalgrid.com](mailto:plantprotection@nationalgrid.com) or at Plant Protection, National Grid, Block 1 Floor 1, Brick Kiln Street, Hinckley LE10 0NA.
10. For the purposes of this decision notice 'Groundworks and Site Preparation Works' are defined as and limited to the following works:
  - Demolition of existing structures including removal of asbestos, disconnecting services and grubbing up foundations.
  - Removal of existing and surplus rubble from the site.

- Removal of services on the site including service trenches.
- Carrying out CAT scans on site to confirm all existing services are clear.
- The Erection or re-establishment of a hoarding line for the construction site.
- Providing piling matting.
- Providing clear health and safety information on the site.
- Piling works.
- Substructure and underground drainage works.

11. 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 sq m on all forms of development in Barnet except for education and health developments which are exempt from this charge. Your planning application has been assessed at this time as liable for a £1,291,410 payment under Mayoral CIL.

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. Your planning application has therefore been assessed at this time as liable for a £390,320 payment under Barnet CIL.

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.

If affordable housing or charitable relief applies to your development 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 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 Community Infrastructure Levy 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: [cil@barnet.gov.uk](mailto:cil@barnet.gov.uk).

## APPENDIX 2: KEY POLICY CONTEXT AND ANALYSIS

Table 1: Analysis of the proposals compliance with London Plan (2011 and 2013) Policies

Policy	Content Summary	Extent of compliance and comment
1.1 (Delivering the strategic vision and objectives for London)	Strategic vision and objectives for London include managing growth and change in order to realise sustainable development and ensuring all Londoners enjoy a good and improving quality of life.	Compliant: The proposal is considered to constitute sustainable development and section 3 of the main report sets out in more detail how the proposal would comply with the relevant development plan policies.
2.6 (Outer London: Vision and Strategy); 2.7 (Outer London: Economy); and 2.8 (Outer London: Transport)	<p>Work to realise the full potential of outer London recognising and building upon its great diversity and varied strength by providing locally sensitive approaches.</p> <p>Seek to address constraints and opportunities in the economic growth of outer London so that it can rise above its long term economic trends.</p> <p>Recognise and address the orbital, radial and qualitative transport needs of outer London.</p>	<p>Compliant: The proposal is considered to demonstrate the influence of these policies and would comply with their key relevant objectives.</p> <p>These include the creation of new homes which meet the requirements of development plan policy, the use of measures encouraging travel by non car modes of transport and the commitment to planning obligations providing contributions to the enhancement of the public realm in Granville Road Estate and the delivery of 5 apprenticeships.</p>
2.18 (Green infrastructure: the network of open and green spaces)	Development proposals should incorporate appropriate elements of green infrastructure and enhance London's green infrastructure.	Compliant: Subject to the conditions recommended the proposal would provide appropriately designed soft landscaped areas and areas of open green amenity space and green roofs.
Policy 3.1 (Ensuring equal life chances for all)	Proposals should protect and enhance facilities and services that meet the needs of particular groups and communities. Proposal involving the loss of such facilities without adequate justification should be resisted.	Compliant: The proposal would not result in the loss of any facilities and services that meet the needs of particular groups and communities. Garth House and Garth Hall were demolished following fire damage and a decision was taken by the Council not to replace them. The grassed areas of open space land that will be lost as a result of the development are considered to be underutilised and will be replaced with policy compliant level of new high quality landscaped open space and amenity space. The loss of 16 x 1 bed social rented flats from Beech Court is considered acceptable in this instance given the condition of the units and the fact that the development will provide 46 new units for shared ownership.
3.2 (Improving health and addressing health inequalities)	New developments should be designed, constructed and managed in ways that improve health and promote healthy lifestyles.	As controlled by the conditions and obligations recommended the proposal would be designed, constructed and managed in ways that promote healthy lifestyles. Examples of this include measures to ensure the provision of a suitable air quality and noise conditions

		within the development and facilities to encourage cycling.
3.3 (Increasing housing supply)	Boroughs should seek to achieve and exceed the relevant minimum borough annual average housing target. For Barnet the target is 22,550 over the next 10 years with an annual monitoring target of 2,255.	Compliant: The proposal would provide 132 new dwellings contributing towards strategic housing targets for Barnet and London.
3.4 (Optimising housing potential)	Development should optimise housing output for different types of location taking into account local context and character, the London Plan design principles and public transport capacity. Proposals which compromise this policy should be resisted.	<p>Compliant: The application site is in a location with a PTAL of 3. In terms of its 'setting' the site is considered to fall within an area of transition with some urban characteristics and some strongly suburban characteristics using the features identified in the London Plan. The London Plan density matrix would therefore suggest a range of somewhere between 55 and 145 units per hectare or 200 to 450 habitable rooms per hectare. The scheme proposes a density of approximately 103 units per hectare and 358 habitable rooms per hectare. As such it falls within the appropriate density range in respect of the number of units and habitable rooms proposed.</p> <p>The scheme is considered to comply with the objective of this policy and is found to provide an optimum density of development. The proposal puts forward an acceptable design response which complies with the relevant development plan policies, responds acceptably to the local context and character and takes account of the sites location. Further detail on this matter is set out in section 3 of the main report.</p>
3.5 (Quality and design of housing developments)	<p>Housing developments should be of the highest quality internally, externally and in relation to their context and wider environment, taking account of the policies in the London Plan.</p> <p>The design of all new housing should incorporate the London Plan minimum space standards and enhance the quality of local places, taking account of physical context; local character; density; tenure and land use mix; and relationships with and provision of open spaces.</p>	<p>Compliant: The application is considered to demonstrate the influence of these policies and compliance with their key objectives.</p> <p>The design approach proposed takes suitable account of its context, the character of the area, the development relationships with neighbouring buildings and spaces and provides a scheme of the appropriate design quality.</p> <p>The new dwellings proposed would all achieve the relevant London Plan minimum space standards and, as controlled by the conditions recommended the scheme would be of a</p>



		<p>sufficiently high quality internally, externally and in relation to their context and the wider environment.</p> <p>These issues are discussed in greater detail in section 3 of the report.</p>
3.6 (Children and young people's play and informal recreation facilities)	<p>New housing should make provision for play and informal recreation based on the child population generated by the scheme and an assessment of future needs.</p>	<p>Compliant: The proposal provides 2,598m<sup>2</sup> of Doorstep Playable Space within the site boundary which is almost double the London Plan minimum requirement for this age group. Additional to this a further 710m<sup>2</sup> of Local Playable Space is provided which is suitable for 0-11 age group in accordance with the London Plan SPG typologies. Therefore the development will deliver significantly in excess of the London Plan target of 1310m<sup>2</sup> for space and informal play and conditions have been recommended to ensure that the space provided is implemented in a manner which meets the objectives of this policy. The provision of amenity and open space at the site is discussed in greater detail in section 3 of the report.</p>
3.8 (Housing choice)	<p>Londoners should have a genuine choice of homes that they can afford and which meet their requirements, including:</p> <ul style="list-style-type: none"> <li>• New developments should offer a range of housing sizes and types in the highest quality environments.</li> <li>• All new housing should be built to Lifetime Homes standard.</li> <li>• 10% of new housing is designed to be wheelchair accessible, or easily adaptable for wheelchair users.</li> </ul>	<p>Compliant: The proposed development is considered to provide an appropriate mix of dwelling types and sizes for this location.</p> <p>All of the units would be built to achieve the Lifetime Homes Standard and not less than 10% of the units would be designed to be wheelchair accessible, or easily adaptable for wheelchair users. Conditions have been recommended to ensure that these elements of the proposal are carried through to implementation of the development.</p>
3.9 (Mixed and balanced communities); 3.10 (Definition of affordable housing); 3.11 (Affordable housing targets); 3.12 (Negotiating affordable housing on individual private residential and mixed use	<p>Communities mixed and balanced by tenure and household income should be promoted across London.</p> <p>The maximum reasonable amount of affordable housing should be sought for individual schemes. In determining this regard needs to be had to current and future requirements for affordable housing, adopted affordable housing targets, the need to encourage rather than restrain residential development, the need to promote mixed and balanced communities, the size and type of affordable housing needed,</p>	<p>Compliant: The application will provide 46 on site Intermediate (shared ownership) affordable dwellings. The application is accompanied by a viability assessment which adequately demonstrates that the proposed contribution of is the maximum contribution that is financially viable for the development to make. This assessment and its conclusions have been independently appraised.</p> <p>The proposed development will result in a change in the overall mix of estate tenure which, when completed and taken with the existing social rented accommodation on the estate will be 43% private housing, 44 % social rented and 13% shared ownership. The total</p>

<p>schemes); and 3.13 (Affordable housing thresholds)</p>	<p>the specific circumstances of individual sites, the resources available to fund affordable housing and the priority accorded to family housing provision.</p> <p>Negotiations should take account of a sites individual circumstances, including viability, the resources available from registered providers, the implications of phased development and other scheme requirements.</p> <p>Affordable housing should normally be provided on-site. In exceptional cases, where it can be demonstrated robustly that this is not appropriate in terms of the objectives of the policies of the London Plan, it may be provided off site.</p> <p>60% of total affordable housing provision should be for social and affordable rent and 40% for intermediate rent or sale. Priority should be accorded to the provision of affordable family housing.</p> <p>Boroughs should normally require affordable housing provision on a site which has capacity to provide 10 or more homes.</p>	<p>amount of affordable housing within the estate will be approximately 57%. The scheme is considered to be compliant with policies on the creation of mixed and balanced communities.</p>
<p>3.16 (Protection and enhancement of social infrastructure)</p>	<p>London requires additional and enhanced social infrastructure provision to meet the needs of its population.</p> <p>Proposals which would result in a loss of social infrastructure in areas of defined need for that type of infrastructure without realistic proposals for re-provision should be resisted. The suitability of redundant social infrastructure for other forms of social infrastructure for which there is a defined need should be assessed before alternative developments are considered.</p>	<p>Compliant: The proposal would not result in the unacceptable loss of social infrastructure. Garth Community Hall was demolished following fire damage and a decision was taken by the Council not to replace it. The application will deliver a financial contribution under the Barnet and Mayoral Community Infrastructure Levy systems which is considered to be sufficient to mitigate the impacts of the development in this regard.</p>
<p>4.12 (Improving opportunities)</p>	<p>Strategic development proposals should support local employment, skills development and training opportunities.</p>	<p>Compliant: The heads of terms recommended for the Section 106 Agreement which would accompany the application include a requirement for the applicant to deliver 5</p>

		apprenticeships at a mix of levels.
5.1 (Climate Change Mitigation); and 5.2 (Minimising carbon dioxide emissions)	<p>Development proposals should make the fullest contribution to minimising carbon dioxide emissions in accordance with the energy hierarchy.</p> <p>The Mayor will seek to ensure that developments meet the following target for CO<sub>2</sub> emissions, which is expressed as year improvements on the 2010 Building Regulations:</p> <p>2013 to 2016: 40% (Code for Sustainable Homes level 4).</p> <p>Major development proposals should include a comprehensive and appropriately detailed energy assessment to demonstrate how these targets are to be met within the framework of the energy hierarchy (Be lean, be clean, be green).</p>	<p>Compliant: The proposal is accompanied by adequate assessments and includes a range of measures to mitigate climate change and reduce carbon dioxide emissions in accordance with the requirements of this policy. The development will deliver at least a 40% reduction in CO<sub>2</sub> emissions above Building Regulations (2010), and include the provision of on-site renewable energy through the installation of 180 photovoltaic solar panels on the roofs of the proposed flat blocks and further provision to houses. Conditions have been recommended to ensure that these are carried through into implementation. The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives.</p>
5.3 (Sustainable design and construction)	<p>Development proposals should demonstrate that sustainable design standards are integral to the proposal and have been considered from the start of the design process. Submissions should show how the requirements of the relevant guidance have been met.</p>	<p>Compliant: The proposal includes a range of elements and measures to achieve an appropriate level in respect of sustainable design and construction, provide an acceptable standard of environmental performance and adapt to the effects of climate change. This includes the new dwellings achieving Code for Sustainable Homes level 4. These matters are outlined in detail in section 3 of the main report.</p> <p>The development is considered to demonstrate the influence of this policy and compliance with its key objectives. Conditions have been recommended to ensure that this is carried through to implementation.</p>
5.6 (Decentralised energy in development proposals)	<p>Development should evaluate the feasibility of combined heat and power (CHP) systems and where they are appropriate also examine the opportunities to extend the system beyond the site boundary.</p> <p>Energy systems should be selected in the following hierarchy, connection to existing heating or cooling networks; site wide CHP network;</p>	<p>Compliant: The submission demonstrates how the development proposed would achieve acceptable reductions in carbon dioxide emissions and have good sustainability credentials more widely, without the inclusion of CHP systems (which are not proposed for use in the development nor are they present in the vicinity of the site). Conditions have been recommended to ensure that the suggested measures are adopted at implementation and as controlled the proposal is considered to be</p>

	communal heating and cooling.	acceptable in this instance.
5.7 (Renewable energy); and 5.9 (Overheating and cooling)	<p>Within the framework of the energy hierarchy proposals should provide a reduction in expected carbon dioxide emissions through the use of on site renewable energy generation where feasible.</p> <p>Proposals should reduce potential overheating and reliance on air conditioning systems and demonstrate this has been achieved.</p>	<p>Compliant: The submission demonstrates how the development proposed would achieve acceptable levels of carbon dioxide emissions and have good sustainability credentials more widely, without being reliant upon on site renewable energy generation.</p> <p>The submission includes the provision of on-site renewable energy through the installation of 180 photovoltaic solar panels on the roofs of the proposed flat blocks and further provision to each house.</p> <p>The proposal is considered to demonstrate the influence of these policies and compliance with their key objectives.</p>
5.10 (Urban greening); and 5.11 (Green roofs and development site environs)	<p>Development proposals should integrate green infrastructure from the beginning of the design process to contribute to urban greening, including the public realm.</p> <p>Proposals should be designed to include roof, wall and site planting to deliver as wide a range of the objectives associated with such planting as possible.</p>	<p>Compliant: The proposed development incorporates several areas of new soft landscaping on the site in private, communal and public spaces. Details of these would be controlled through the conditions recommended to ensure that they achieve as many of the objectives of this policy as are practical.</p>
5.12 (Flood risk management); and 5.13 (Sustainable drainage)	<p>Proposals must comply with the flood risk assessment and management requirements set out in the NPPF and associated guidance over the lifetime of the development.</p> <p>Proposals should utilise sustainable urban drainage systems unless there are practical reasons for not doing so and should aim to achieve Greenfield runoff rates and ensure that surface water runoff is managed as close to its source as possible in line with the drainage hierarchy. Drainage should be designed and implemented in ways that deliver other objectives of the London Plan.</p>	<p>Compliant: As conditioned the proposal is considered to demonstrate the influence of these policies and compliance with their key objectives.</p> <p>The proposal is accompanied by a Flood Risk Assessment and drainage strategy which demonstrates how the development will achieve the required greenfield run-off rates by the provision of 1265m<sup>3</sup> of surface water storage yielding a total reduction in surface water runoff from the site of 206litres/second (from 258 l/s to a greenfield runoff rate of 52 l/s). The adopted strategy for the site selects a series of SUDS techniques suited to the site, spread evenly across the site. These include the provision of green roofs, filter strips and swales (including a rain garden along Granville Road), permeable surfaces to parking areas and underground tanked systems.</p> <p>The Environment Agency have been consulted and have responded and not raised any objections to the proposal.</p>

		Conditions have been recommended to ensure that the drainage infrastructure provided as part of the development meets the requirements of this policy.
5.14 (Water quality and wastewater infrastructure); and 5.15 (Water use and supplies)	Proposals must ensure that adequate waste water infrastructure capacity is available in tandem with development.  Development should minimise the use of mains water and conserve water resources.	Compliant: Thames Water has been consulted on the application and they have not raised any objections to the proposal in respect of waste water infrastructure matters and have requested a condition be included in relation to details of piling.  Conditions have been recommended to ensure that the proposal would minimise the use of mains water and conserve water.
5.17 (Waste capacity)	Suitable waste and recycling facilities are required in all new development.	Compliant: Conditions have been recommended which require the provision of suitable waste and recycling facilities.
5.21 (Contaminated land)	Appropriate measures should be taken to ensure that contaminated land does not activate or spread contamination.	Compliant: Conditions are proposed to require the appropriate investigation and mitigation of any contamination. The Council's Environmental Health officer has been consulted and raised no objections to the application.
6.1 (Strategic approach); 6.3 (Assessing effects of development on transport capacity)	The Mayor will work with all relevant partners to encourage the closer integration of transport and development.  Streetspace managed to take account of the different roles of roads for neighbourhoods and road users in ways that support promoting sustainable means of transport.  Development should ensure that impacts on transport capacity and the transport network are fully assessed. The cumulative impacts of development must be taken into account and proposals should not adversely affect safety on the transport network.  Transport assessments, travel plans, construction and logistics plans and service and delivery plans should be prepared in accordance with the relevant guidance.	Compliant: The application includes measures to encourage access to the site by a range of modes of transport, including non-car modes. These measures include a travel plan seeking to encourage appropriate proportions of journeys by non-car modes of transport under the planning obligations and conditions recommended.  The Transport Assessment submitted has assessed the impact of the scheme over an appropriate area of influence and no significant impacts on the adjacent local highway network have been identified. Transport for London have been consulted and have not raised any objections in relation to traffic impacts.  The conditions and obligations recommended would ensure that the necessary transport related plans would be required and completed in accordance with the relevant guidance.

6.5 (Funding Crossrail and other strategically important transport infrastructure)	Contributions will be sought from developments to Crossrail and other transport infrastructure of regional strategic importance to London's regeneration and development.	Compliant: The development would be required to make a contribution under the Mayoral Community Infrastructure Levy.
6.9 (Cycling); 6.10 (Walking)	<p>Proposals should provide secure, integrated and accessible cycle parking facilities in line with minimum standards and provide on-site changing facilities for cyclists.</p> <p>Development proposals should ensure high quality pedestrian environments and emphasise the quality of the pedestrian and street space.</p>	Compliant: Officers consider that the scheme proposes a high quality pedestrian environment significantly improved over the conditions in the existing estate with new connections and route. The proposal would provide appropriate levels of facilities for cycles and cyclists. Conditions have been recommended to ensure that the objectives of these policies would be carried through to implementation.
6.11 (Smoothing Traffic Flow and Tackling Congestion)	Take a coordinated approach to smoothing traffic flow and tackling congestion.	<p>Compliant: The proposal includes measures to minimise impact on traffic flow and tackle congestion. These include a Travel Plan, setting sustainable modal split targets and encouraging shifts to non-car modes of transport through travel incentives.</p> <p>The Transport Statement submitted has assessed the impact of the scheme over an appropriate area of influence. No significant impacts on the adjacent local highway network have been identified. This is discussed in greater detail in section 3 of the main report, in particular section 3.9.</p>
6.13: (Parking)	The maximum standards in the London Plan should be applied to planning applications and developments should also provide electrical charging points, parking for disabled people and cycle parking in accordance with the London Plan standards. Delivery and servicing needs should also be provided for.	Compliant: The proposal is considered to demonstrate the influence of this policy and provides appropriate levels of parking in the relevant regards. Conditions have been recommended to ensure appropriate parking facilities, including electrical charging points and parking for disabled people are implemented.
7.1 (Building London's Neighbourhoods and Communities)	In their neighbourhoods people should have a good quality environment in an active and supportive local community with the best possible access to services, infrastructure and public transport to wider London. Neighbourhoods should also provide a character that is easy to understand and relate to.	Compliant: The application is considered to demonstrate the influence of this policy. The layout of the scheme provides for improved connections to the surrounding neighbourhood. This is discussed in greater detail in the relevant parts of section 3 of the main report.

7.2: (Inclusive environment)	Design and Access Statements should explain how, the principles of inclusive design, including the specific needs of older and disabled people, have been integrated into the proposed development, whether relevant best practice standards will be complied with and how inclusion will be maintained and managed.	Compliant: The proposal includes a range of measures to ensure that the development would provide an inclusive environment for all members of the community. Through the conditions recommended it would be ensured that the development would be implemented and operated to accord with the objectives of this policy.
7.3 (Designing out crime)	Development proposals should reduce the opportunities for criminal behaviour and contribute to a sense of security without being overbearing or intimidating.	Compliant: The proposal includes a number of elements to meet the requirements of this policy and the Metropolitan Police Service has been consulted on the application and have not raised any objections to the development.
7.4 (Local character); 7.5 (Public realm); 7.6 (Architecture)	<p>Buildings, streets and spaces should provide a high quality design response.</p> <p>Public spaces should be secure, accessible, inclusive, connected, easy to understand and maintain, human in scale, relate to local context and incorporate the highest quality design, landscaping, planting, street furniture and surfaces.</p> <p>Architecture should make a positive contribution to a coherent public realm, incorporate the highest quality materials and provide design appropriate to its context. This includes not causing unacceptable harm to the amenity of surrounding land and buildings, in particular residential buildings, providing high quality indoor and outdoor spaces which integrate with surrounding streets and spaces, optimising the potential of sites, meeting the principles of inclusive design and incorporating best practice in resource management, and climate change mitigation and adaptation.</p>	Compliant: Officers consider that, subject to the requirements of the conditions recommended, the proposed development provides an appropriate and quality design approach to the buildings and spaces which form part of the application. The proposal is considered to demonstrate the influence of these policies and compliance with their key objectives where they are relevant. These matters are addressed in greater detail in section 3 of the main report and in particular section 3.5.

<p>7.8 (Heritage assets and archaeology)</p>	<p>Development should identify, value, conserve, restore, reuse and incorporate heritage assets where appropriate.</p> <p>Development affecting heritage assets and their settings should be conserve their significance, by being sympathetic to their form, scale, materials and architectural detail.</p> <p>New development should make provision for the protection of archaeological resources, landscapes and significant memorials.</p>	<p>Compliant: The proposal would not have significant negative impacts on any heritage assets.</p> <p>A desk-based archaeological assessment (DBA) has been provided for the site. English Heritage have been consulted and confirmed that they are satisfied with the information and recommended that no further archaeological assessment or conditions are necessary for this application and they have raised no objections to the scheme of development.</p> <p>The application is considered to demonstrate the influence of this policy and compliance with its key objectives.</p>
<p>7.13 (Safety, security and resilience to emergency)</p>	<p>Proposals should contribute to the minimisation of potential physical risks and include measures to assist in designing out crime.</p>	<p>Compliant: The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives.</p> <p>The Metropolitan Police Service and London Fire and Emergency Protection Authority have not raised any objections to the application.</p>
<p>7.14 (Improving air quality)</p>	<p>Proposals should:</p> <ul style="list-style-type: none"> <li>- Minimise increased exposure to existing poor air quality and make provision to address existing air quality problems.</li> <li>- Promote sustainable design and construction to reduce emissions from the demolition and construction of buildings.</li> <li>- Be at least air quality neutral and not lead to further deterioration of poor air quality.</li> <li>- Ensure that where provision needs to be made to reduce development emissions this is usually on site.</li> </ul>	<p>Compliant: The submission demonstrates that the proposal would not have a significant adverse impact on air quality and the impact of local air quality on the future occupiers of the development can be adequately mitigated.</p> <p>The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives. Conditions have been recommended to ensure that the objectives of this policy would be carried through to implementation.</p>
<p>7.15 (Reducing noise)</p>	<p>Proposals should seek to reduce noise by:</p> <ul style="list-style-type: none"> <li>- Minimising the existing and potential adverse impacts of noise on, from, within, or in the vicinity of proposals.</li> <li>- Separate noise sensitive development from major noise sources wherever practical.</li> <li>- Promote new technologies and</li> </ul>	<p>Compliant: The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives. The development would not have a significant adverse impact on neighbouring occupiers and users and the amenities of future occupiers would be adequately protected as far as is practicable in this instance.</p>



	practices to reduce noise at source.	
7.19 (Biodiversity and access to nature)	<p>Proposals should:</p> <ul style="list-style-type: none"> <li>- Wherever possible make a positive contribution to the protection, enhancement, creation and management of biodiversity.</li> <li>- Prioritise assisting in meeting targets in biodiversity action plans and/or improve access to nature in areas deficient in accessible wildlife sites.</li> <li>- Be resisted where they have significant adverse impacts on the population or conservation status of a protected species, or a priority species or habitat identified in a biodiversity action plan.</li> </ul>	<p>Compliant: Natural England have not raised any objections to the proposal. The application is considered to demonstrate the influence of this policy and includes measures to make a positive contribution to biodiversity.</p> <p>Conditions have been recommended to ensure that the key objectives of this policy would be carried through at implementation.</p>
7.21 (Trees and woodlands)	<p>Existing trees of value should be retained and any loss as a result of development should be replaced. Wherever appropriate the planting of additional trees should be included in developments, particularly large canopied species.</p>	<p>Compliant: The application is considered to demonstrate the influence of this policy and compliance with its key objectives. The proposal would result in the removal of trees from the site, but adequate replacement planting has been proposed. Conditions have been recommended to ensure that the key objectives of this policy would be carried through at implementation. This issue is discussed in greater detail in section 3 of the report.</p>
8.2 (Planning obligations; 8.3 (Community Infrastructure Levy)	<p>Development proposals should address strategic as well as local priorities in planning obligations.</p> <p>Affordable housing and supporting the funding of Crossrail (where appropriate) and other public transport improvements should be given the highest importance, with Crossrail (where appropriate) having higher priority than other transport improvements.</p> <p>Importance should also be given to talking climate change, learning and skills, health facilities and services, childcare provisions and the provision of small shops.</p>	<p>Compliant: An appropriate set of planning obligations will be required before planning permission can be granted. The Heads of Terms of these are attached to this committee report.</p> <p>It is considered that the package of planning obligations and conditions recommended would, when considered alongside the financial contributions that the development would be required to make under the Barnet CIL, mitigate the potential adverse impacts of the development and ensure the provision of the funding needed for the delivery of the infrastructure necessary to support the scheme. The application will also make a contribution under the Mayoral Community Infrastructure Levy.</p>

Table 2: Analysis of the proposals compliance with Barnet's Local Plan Policies (2012)

Policy	Content Summary	Extent of Compliance and Comment
<b>Core Strategy</b>		
CS NPPF (National Planning Policy Framework – presumption in favour of sustainable development)	Take a positive approach to proposals which reflects the presumption in favour of sustainable development and approve applications that accord with the Local Plan, unless material considerations indicate otherwise. Where there are no policies relevant to the proposal or the relevant policies are out of date permission should be granted, unless material considerations indicate otherwise.	Compliant: The proposal is considered to constitute a sustainable form of development which complies with the relevant policies in the Local Plan. It has therefore been recommended for approval.
CS1 (Barnet's place shaping strategy – The Three Strands Approach)	<p>As part of its 'Three Strands Approach' the council will:</p> <ul style="list-style-type: none"> <li>- Concentrate and consolidate growth in well located areas that provide opportunities for development, creating a high quality environment that will have positive impacts.</li> <li>- Focus major growth in the most suitable locations and ensure that this delivers sustainable development, while continuing to conserve and enhance the distinctiveness of Barnet as a place to live, work and visit.</li> <li>- Seek the highest standards of urban design.</li> <li>- Ensure that development funds infrastructure through Section 106 Agreements and other funding mechanisms.</li> <li>- Protect and enhance Barnet's high quality suburbs and priority town centres (including North Finchley).</li> </ul>	<p>Compliant: the proposal is considered to show the influence of this policy and demonstrates compliance with its key objectives.</p> <p>Core Strategy policy CS3 identifies Granville Road Estate as one of the priority housing estates for regeneration in the borough and therefore offers clear policy support for new residential development at Granville Road Estate. The principle of developing underutilised land accords with the key principles of sustainable development. The form and nature of development proposed is considered to be appropriate for this location.</p> <p>It is considered that the package of planning obligations and conditions recommended would, when considered alongside the financial contributions that the development would be required to make under the Barnet CIL, mitigate the potential adverse impacts of the development and ensure the provision of the funding needed for the delivery of the infrastructure to support the scheme. The application will also necessitate a contribution under the Mayoral Community Infrastructure Levy.</p>
CS3 (Distribution of growth in meeting	Outside of the areas identified specifically for growth the approach to development opportunity sites will be set within the context of the	Compliant: The Granville Road Estate is identified within Policy CS3 as a priority housing estate for residential redevelopment where a greater range and variety of

<p>housing aspirations)</p>	<p>density matrix in the London Plan. This will seek to optimise housing density to reflect local context, public transport accessibility and the provision of social infrastructure.</p>	<p>accommodation will be delivered and regeneration promoted.</p> <p>Policy CS3 further sets out that the Granville Road estate will provide 140 new homes (net) in the period 2011/12 to 2015/16. The scheme proposed for 132 new homes is therefore considered to comply with the objective of this policy, by providing an optimum density of development based on the sites characteristics and public transport accessibility. The proposal puts forward an acceptable design response which complies with the relevant development plan policies, responds acceptably to the local context and character and takes account of the sites location. Further detail on this matter is set out in section 3 of the main report.</p>
<p>CS4 (Providing quality homes and housing choice in Barnet)</p>	<p>Aim to create successful communities by:</p> <ul style="list-style-type: none"> <li>- Seeking to ensure a mix of housing products that provide choice for all are available.</li> <li>- Ensuring that all new homes are built to the Lifetime Homes Standard and that the wider elements of schemes include the relevant inclusive design principles.</li> <li>- Seeking a range of dwelling sizes and types that meet identified housing priorities and do not undermine suburban character or local distinctiveness.</li> <li>- Seeking a variety of housing related support options.</li> <li>- Delivering 5500 new affordable homes by 2025/26 and seeking a borough wide target of 40% affordable homes on sites capable of accommodating 10 or more dwellings.</li> <li>- Seek an appropriate mix of affordable housing comprising 60% social rented housing and 40% intermediate housing. The provision of off-site affordable housing will only be accepted in exceptional instances.</li> </ul>	<p>Compliant: The submission is considered to demonstrate the influence of this policy and show compliance with its key objectives.</p> <p>The proposal provides an appropriate mix of dwelling types and sizes including family houses, and includes a range of measures to ensure that the development would provide an inclusive environment for all members of the community. This includes all the dwellings proposed being constructed to achieve the relevant Lifetime Homes standards.</p> <p>Compliant: The application is accompanied by an assessment which adequately demonstrates that the proposed contribution of 46 on site Intermediate (shared ownership) affordable dwellings is the maximum contribution that it is financially viable for the development to make. This assessment and its conclusions have been independently appraised.</p> <p>These issues are addressed in greater detail in section 3 of the main report.</p>

<p>CS5 (Protecting and enhancing Barnet's character to create high quality places)</p>	<p>The council will ensure that development in Barnet respects local context and distinctive local character, creating places and buildings with high quality design.</p> <p>Developments should:</p> <ul style="list-style-type: none"> <li>- Address the principles, aims and objectives set out in the relevant national guidance.</li> <li>- Be safe attractive and fully accessible.</li> <li>- Provide vibrant, attractive and accessible public spaces.</li> <li>- Respect and enhance the distinctive natural landscapes of Barnet.</li> <li>- Protect and enhance the gardens of residential properties.</li> <li>- Protect important local views.</li> <li>- Protect and enhance the boroughs high quality suburbs and historic areas and heritage.</li> <li>- Maximise the opportunity for community diversity, inclusion and cohesion.</li> <li>- Contribute to people's sense of place, safety and security.</li> </ul>	<p>Compliant: The application is considered to demonstrate the influence of this policy and compliance with its key objectives.</p> <p>The design approach proposed takes suitable account of its context, the character of the area, the development's relationship with neighbouring buildings and spaces and provide a scheme of an appropriate standard. The new dwellings proposed would all be of a sufficiently high quality internally, externally and in relation to their immediate context and the wider environment.</p> <p>These issues are discussed in greater detail in section 3 of the report.</p>
<p>CS7 (Enhancing and protecting Barnet's open spaces)</p>	<p>Create a greener Barnet by:</p> <ul style="list-style-type: none"> <li>- Protect and enhance open spaces.</li> <li>- Meeting increased demand for access to open space and opportunities for physical activity.</li> <li>- Improving access to open space in areas of public open space deficiency.</li> <li>- Securing improvements to open spaces including provision for children's play sports facilities and better access arrangements, where opportunities arise.</li> <li>- Maintaining and improving greening by protecting incidental spaces, trees, hedgerows and watercourses.</li> <li>- Protecting existing site ecology and ensuring development makes the fullest contributions enhancing biodiversity.</li> <li>- Enhancing local food production.</li> </ul>	<p>Compliant: A comprehensive Open Space Assessment has been submitted with the application.</p> <p>The total proposed amenity space provision on site (excluding private gardens for the houses and balconies and terraces for the flats) measures 5,156m<sup>2</sup>. This comprises 2,820m<sup>2</sup> of communal amenity space specific to each block and 2,336m<sup>2</sup> of public amenity accessible to all. This exceeds the policy requirement of 4,008.2m<sup>2</sup> for amenity space provision to serve existing flats (excluding Beech Court) and proposed flats. A further 795.8m<sup>2</sup> of private balcony and terrace space will be provided for the proposed flats on site. Within the overall amenity space provision there will be 3,308m<sup>2</sup> of play space which is appropriately designed and provides equipment and facilities for the 0-5 age group and 5-11 age group.</p> <p>The scheme will result in a reduction in the total area of open space on the estate however the resulting provision remains policy compliant as</p>

		<p>set out above and delivers a number of enhancements:</p> <ol style="list-style-type: none"> <li>(1) Dedicated playspace for children aged 0-11 on site which is currently absent;</li> <li>(2) Allocated landscaped communal semi-private amenity areas for existing residents (of increased size) which is currently absent from Nant Court and Mountfield and poor in quality with no privacy;</li> <li>(3) A high quality and coherent scheme of landscaping and new planting delivered alongside improved pedestrian and vehicle routes with managed parking;</li> <li>(4) Safer open spaces which are better overlooked;</li> <li>(5) A more legible and inclusive layout, enhancing accessibility to the proposed spaces both on and off site;</li> <li>(6) Section 106 contribution towards enhancements to nearby Childs Hill Park to the benefit of existing and proposed residents of the site and wider area.</li> </ol> <p>Conditions have been recommended to ensure that the green open spaces provided are implemented in a manner which meets the objectives of this policy.</p> <p>The submission is considered to demonstrate the influence of this policy and shows compliance with its key objectives.</p>
<p>CS8 (Promoting a strong and prosperous Barnet)</p>	<p>Expect major developments to provide financial contributions and to deliver employment and training initiatives.</p> <p>Safeguard existing employment sites (in accordance with policy DM14) and encourage development that improves the quality of employment provision.</p>	<p>Compliant: The heads of terms recommended for the Section 106 Agreement which would accompany the application include a requirement for the applicant to deliver 5 apprenticeships at a mix of levels.</p>
<p>CS9 (Providing safe, efficient and effective travel)</p>	<p>Developments should provide and allow for safe, effective and efficient travel and include measures to make more efficient use of the local road network.</p> <p>Major proposals shall incorporate Transport Assessments, Travel Plans, Delivery and Servicing Plans and mitigation measures and ensure</p>	<p>Compliant: The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives. Where appropriate conditions and planning obligations have been recommended to ensure that the objectives of this policy would be carried through to implementation.</p> <p>The Transport Assessment submitted is considered to have assessed the impact of the</p>

	<p>that adequate capacity and high quality safe transport facilities are delivered in line with demand.</p> <p>The council will support more environmentally friendly transport networks, including the use of low emission vehicles (including electric cars), encouraging mixed use development and seeking to make cycling and walking more attractive for leisure, health and short trips.</p>	<p>scheme over an appropriate area of influence. No significant impacts on the adjacent local highway network have been identified. The design of the development is considered to take full account of the safety of all road users, includes appropriate access arrangements and would not unacceptably increase conflicting movements on the road network or increase the risk to vulnerable road users.</p> <p>Measures have been recommended to ensure that the occupiers of the proposed development are encouraged to use of a range of modes of transport. These include a Travel Plan seeking to encourage appropriate proportions of journeys by non-car modes of transport (under the planning obligations and conditions recommended) and a restriction on the occupiers of the new development from obtaining permits for Controlled Parking Zone. A Construction Management and Logistics Plan has been recommended to ensure the impact of the construction phase of the development is mitigated.</p> <p>Officers consider that the scheme proposes suitable access arrangements and an appropriate quality of pedestrian environment. The proposal would deliver acceptable facilities for electric vehicles, pedestrians, cycles and cyclists.</p> <p>These issues are discussed in greater detail in section 3 of the report, in particular section 3.9.</p>
<p>CS10 (Enabling inclusive and integrated community facilities and uses)</p>	<p>The council will ensure that community facilities are provided for Barnet's communities and expect development that increases the demand for community facilities and services to make appropriate contributions towards new and accessible facilities.</p>	<p>Compliant: Should it be implemented the scheme would be liable for making a financial contribution under the Barnet CIL. This can be used to fund the facilities to support the scheme. The application will also necessitate a contribution under the Mayoral Community Infrastructure Levy.</p>
<p>CS11 (Improving health and wellbeing in Barnet)</p>	<p>Improve health and wellbeing in Barnet through a range of measures including supporting healthier neighbourhoods, ensuring increased access to green spaces and improving opportunities for higher levels of physical activity.</p>	<p>Compliant: The design of the development has been influenced by the desire to create a healthy residential environment. This includes the provision of new open spaces and communal amenity spaces for residents. The proposal is found to be compliant with the objectives of this policy.</p>
<p>CS12 (Making Barnet a safer place)</p>	<p>The Council will: - Encourage appropriate security and community safety measures in developments and the</p>	<p>Compliant: The design of the proposal is considered to demonstrate the influence of this policy and the scheme is found to be compliant with the key elements of this policy.</p>

	<p>transport network.</p> <ul style="list-style-type: none"> <li>- Require developers to demonstrate that they have incorporated community safety and security design principles in new development.</li> <li>- Promote safer streets and public areas, including open spaces.</li> </ul>	<p>The Metropolitan Police Service and London Fire and Emergency Protection Authority have not raised any objection to the proposals.</p>
<p>CS13 (Ensuring the efficient use of natural resources)</p>	<p>The council will:</p> <ul style="list-style-type: none"> <li>- Seek to minimise Barnet's contribution to climate change and ensure that the borough develops in a way which respects environmental limits and improves quality of life.</li> <li>- Promote the highest environmental standards for development to mitigate and adapt to the effects of climate change.</li> <li>- Expect development to be energy efficient and seek to minimise any wasted heat or power.</li> <li>- Expect developments to comply with London Plan policy 5.2.</li> <li>- Maximise opportunities for implementing new district wide networks supplied by decentralised energy.</li> <li>- Make Barnet a water efficient borough, minimise the potential for fluvial and surface flooding and ensure developments do not harm the water environment, water quality and drainage systems.</li> <li>- Seek to improve air and noise quality.</li> </ul>	<p>Compliant: The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives.</p> <p>The proposal is accompanied by adequate assessments and includes a range of measures to mitigate climate change and reduce carbon dioxide emissions in accordance with the requirements of this policy. The submission demonstrates how the development proposed would achieve acceptable levels of carbon dioxide emissions and have good sustainability credentials more widely, without the inclusion of CHP (which is not proposed for use in the development).</p> <p>The proposal would not have a significant adverse impact on the local noise environment. The submission assesses and adequately mitigates the impact of the local noise environment on the development. The amenities of future occupiers would be adequately protected as far as is practicable in this regard with the design proposed.</p> <p>The proposal would not have a significant adverse impact on air quality and the impact of local air quality on the future occupiers of the development can be adequately mitigated.</p> <p>The proposal is accompanied by a Drainage Statement. This has been submitted to the Environment Agency who have responded and not raised any objections to the proposal. Conditions have been recommended to ensure that the drainage provided as part of the development meets the requirements of this policy as far as is practicable.</p> <p>Thames Water has confirmed that they would not have any objections to the scheme in terms of the capacity of sewerage infrastructure to accommodate the development. The scheme would minimise the use of mains water and conserve water.</p>

		<p>Appropriate conditions have been recommended to ensure that the proposal is implemented in a way which achieves the objectives of this policy.</p> <p>These issues are addressed in greater detail in the relevant parts of section 3 of the main report.</p>
CS14 (Dealing with our waste)	The council will encourage sustainable waste management by promoting waste prevention, re-use, recycling, composting and resource efficiency over landfill and requiring developments to provide appropriate waste and recycling facilities.	Compliant: It is considered that this development demonstrates the influence of this policy and subject to the conditions recommended would achieve the requirements of this policy.
CS15 (Delivering the Core Strategy)	The council will work with partners to deliver the vision, objectives and policies of the Core Strategy, including working with developers and using planning obligations and other funding mechanism to support the delivery of infrastructure, facilities and services to meet needs generated by development and mitigate the impact of development.	<p>Compliant: An appropriate set of planning obligations will be required before planning permission can be granted. The Heads of Terms of these are attached to this committee report.</p> <p>It is considered that the package of planning obligations and conditions recommended would, when considered alongside the financial contributions that the development would be required to make under the Barnet CIL, mitigate the potential adverse impacts of the development and ensure the provision of the funding needed for the delivery of the infrastructure necessary to support the scheme. The application will also make a contribution under the Mayoral Community Infrastructure Levy.</p>
<b>Development Management Policies</b>		
DM01 (Protecting Barnet's character and amenity)	<p>Development should represent high quality design that contributes to climate change mitigation and adaptation.</p> <p>Proposals should be based on an understanding of local characteristics, preserve or enhance local character and respect the appearance, scale, mass, height and pattern of surrounding buildings, spaces and streets.</p> <p>Development should ensure attractive, safe and vibrant streets</p>	<p>Compliant: The application is considered to demonstrate the influence of this policy and compliance with its key objectives. Where appropriate conditions have been recommended to ensure that the development implemented will achieve the objectives of the policy.</p> <p>The design approach proposed takes suitable account of its context, the character of the area, the developments relationships with neighbouring buildings and spaces. The scheme is found to be of a sufficiently high quality design internally, externally and in relation to its context and wider environment.</p>



	<p>which provide visual interest, particularly at street level. Proposal should create safe and secure environments, reduce opportunities for crime and minimise fear of crime.</p> <p>Development should be designed to allow for adequate daylight, sunlight, privacy and outlook for adjoining and potential occupiers and users. Lighting schemes should not have a demonstrably harmful impact on amenity or biodiversity. Proposals should retain outdoor amenity space.</p> <p>Conversion of dwellings into flats in roads characterised by houses will not normally be appropriate.</p> <p>Trees should be safeguarded and when protected trees are to be felled the Council will require suitable tree replanting. Proposals will be required to include landscaping that is well laid out; considers the impact of hardstandings on character; achieves a suitable visual setting; provides an appropriate level of new habitat; makes a positive contribution to the to the surrounding area; contributes to biodiversity (including the retention of existing wildlife habitat and trees); and adequately protects existing tress and their root systems.</p>	<p>The Metropolitan Police Service and London Fire and Emergency Protection Authority have not expressed any concerns about the proposals and the development is found to create a safe and secure environment. Conditions have been recommended to ensure that appropriate street lighting is implemented as part of the scheme.</p> <p>The design of the development is such that it would fulfil the requirements of this policy in respect of the amenities of both adjoining and potential occupiers and users. The scheme would provide an acceptable level of new outdoor amenity space.</p> <p>Natural England has not raised any objections to the proposal and the application includes measures to make a positive contribution to biodiversity. The proposal would result in the removal of trees, but adequate landscaping, including replacement trees planting has been proposed.</p> <p>These issues are discussed in greater detail in section 3 of the report.</p>
DM02 (Development standards)	Development will be expected to demonstrate compliance with relevant standards, supported by the guidance provided in the Council's Supplementary Planning Documents.	Compliant: The submission is considered to demonstrate the influence of this policy and meets relevant standards. All the dwellings would achieve Code for Sustainable Homes Level 4, meet the Lifetime Homes Standards and achieve the London Plan minimum floor space standards. Policy compliant levels of outdoor amenity and playspace would be provided on site and 10% (14) of the dwellings would be constructed to be easily adaptable to wheelchair accessible standards.
DM03 (Accessibility and inclusive design)	Developments should meet the highest standards of accessible and inclusive design.	Compliant: The proposal includes a range of measures to ensure that the development would provide an accessible and inclusive environment for all members of the community. Through the conditions recommended it would be ensured that the development would be implemented and operated to accord with the

		objectives of this policy.
<p>DM04 (Environmental considerations)</p>	<p>Developments are required to demonstrate their compliance with the Mayor's targets for reductions in carbon dioxide emissions within the framework of the energy hierarchy.</p> <p>Where decentralised energy is feasible or planned development will provide either suitable connection; the ability for future connection; a feasibility study or a contribution to a feasibility study.</p> <p>Proposals should be designed and sited to reduce exposure to air pollutants and ensure that development is not contributing to poor air quality. Locating development that is likely to generate unacceptable noise levels close to noise sensitive uses will not normally be permitted. Proposals to locate noise sensitive development in areas with existing high levels of noise not normally be permitted. Mitigation of noise impacts through design, layout and insulation will be expected where appropriate.</p> <p>Development on land which may be contaminated should be accompanied by an investigation to establish the level of contamination. Proposals which could adversely affect ground water quality will not be permitted.</p> <p>Development should demonstrate compliance with the London Plan water hierarchy for run off, especially in areas prone to flooding.</p>	<p>Compliant: The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives.</p> <p>The proposal is accompanied by adequate assessments and includes a range of measures to mitigate climate change and reduce carbon dioxide emissions in accordance with the requirements of this policy. The development proposed will achieve 40% reduction in carbon dioxide emissions and good sustainability credentials more widely, without the inclusion of Combined Heat and Power systems (which are not proposed for use in the development) but use of photovoltaic cells is a significant benefit.</p> <p>The proposal would not have a significant adverse impact on the local noise environment. The submission assesses the impact of the local noise environment on the development. The amenities of future occupiers of the scheme would be adequately protected as far as is practicable in this regard with the mitigation required under the conditions recommended.</p> <p>The proposal would not have a significant adverse impact on air quality and the impact of local air quality on the future occupiers of the development can be adequately mitigated. The controls recommended require the appropriate investigation and mitigation of any land contamination.</p> <p>The application is accompanied by a Drainage Statement. This has been submitted to the Environment Agency and Thames Water who have responded and not raised any objections to the proposal. Conditions have been recommended to ensure that the drainage provided as part of the development meets the requirements of this policy. Thames Water has confirmed that there is adequate sewage infrastructure to accommodate the development. The proposal would minimise the use of mains water and conserve water.</p> <p>Appropriate conditions have been recommended to ensure that the proposal is implemented in a way which achieves the objectives of this policy.</p>

		These issues are addressed in greater detail in the relevant parts of section 3 of the main report.
DM06 (Barnet's heritage and conservation)	<p>All development to have regard to the local historic context and protect heritage assets in line with their significance.</p> <p>Development proposals to preserve or enhance the character and appearance of conservation areas and protect archaeological remains.</p>	<p>Compliant: The proposal would not have significant negative impacts on any heritage assets. A desk-based archaeological assessment (DBA) has been provided for the site. English Heritage have been consulted and confirmed that they are satisfied with the information and recommended that no further archaeological assessment or conditions are necessary for this application and they have raised no objections to the scheme of development.</p> <p>The application is considered to demonstrate the influence of this policy and compliance with its key objectives.</p>
DM08 (Ensuring a variety of sizes of new homes to meet housing need)	<p>Development should provide, where appropriate a mix of dwelling types and sizes in order to provide choice.</p> <p>Barnet's dwelling size priorities are 3 bedroom properties the highest priority for social rented dwellings, 3 and 4 bedroom properties the highest priority for intermediate affordable dwellings and 4 bedroom properties the highest priority for market housing, with three bedroom properties a medium priority.</p>	Compliant: The submission is considered to demonstrate the influence of this policy and provides an appropriate mix of dwelling types and sizes including 3 and 4 bed family houses. This matter is discussed in greater detail in section 3 of the report.
DM10 (Affordable housing contributions)	The maximum reasonable amount of affordable housing will be required on site, subject to viability, from new sites, having regard to the target that 40% of housing provision borough wide should be affordable.	Compliant: The application is accompanied by an assessment which adequately demonstrates that the proposed contribution of 46 on site Intermediate (shared ownership) affordable dwellings is the maximum contribution that it is financially viable for the development to make. This assessment and its conclusions have been independently appraised. The proposed development will result in a change in the overall mix of estate tenure which, when completed and taken with the existing social rented accommodation on the estate will be 43% private housing, 44 % social rented and 13% shared ownership. The total amount of affordable housing within the estate will be approximately 57%. The scheme is considered to be compliant with policies on the creation of mixed and balanced communities. This issue is addressed in greater detail in section 3 of the main report, in particular section 3.7.

<p>DM15 (Green belt and open spaces)</p>	<p>Open space will be protected from development. In areas which are identified as deficient in public open space, where the development site is appropriate or the opportunity arises the council will expect the on site provision of public open space.</p>	<p>Compliant: The application is considered to demonstrate the influence of this policy. A comprehensive Open Space Assessment has been submitted with the application.</p> <p>The total proposed amenity space provision on site (excluding private gardens for the houses and balconies and terraces for the flats) measures 5,156m<sup>2</sup>. This comprises 2,820m<sup>2</sup> of communal amenity space specific to each block and 2,336m<sup>2</sup> of public amenity accessible to all. This exceeds the policy requirement of 4,008.2m<sup>2</sup> for amenity space provision to serve existing flats (excluding Beech Court) and proposed flats. A further 795.8m<sup>2</sup> of private balcony and terrace space will be provided for the proposed flats on site. Within the overall amenity space provision there will be 3,308m<sup>2</sup> of play space which is appropriately designed and provides equipment and facilities for the 0-5 age group and 5-11 age group.</p> <p>The scheme will result in a reduction in the total area of open space on the estate however the resulting provision remains policy compliant as set out above and delivers a number of enhancements:</p> <ol style="list-style-type: none"> <li>(1) Dedicated playspace for children aged 0-11 on site which is currently absent;</li> <li>(2) Allocated landscaped communal semi-private amenity areas for existing residents (of increased size) which is currently absent from Nant Court and Mountfield and poor in quality with no privacy;</li> <li>(3) A high quality and coherent scheme of landscaping and new planting delivered alongside improved pedestrian and vehicle routes with managed parking;</li> <li>(4) Safer open spaces which are better overlooked;</li> <li>(5) A more legible and inclusive layout, enhancing accessibility to the proposed spaces both on and off site;</li> <li>(6) Section 106 contribution towards enhancements to nearby Childs Hill Park to the benefit of existing and proposed residents of the site and wider area.</li> </ol> <p>Conditions have been recommended to ensure that the green open spaces provided are</p>
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		implemented in a manner which meets the objectives of this policy.
DM16 (Biodiversity)	The Council will seek the retention and enhancement, or the creation of biodiversity.	Compliant: Natural England have not raised any objections to the proposal. The application is considered to demonstrate the influence of this policy and includes measures to make a positive contribution to biodiversity. Conditions have been recommended to ensure that the key objectives of this policy would be carried through at implementation.
DM17 (Travel impact and parking standards)	<p>The Council will :</p> <ul style="list-style-type: none"> <li>- Ensure that the safety of all road users is taken into account when considering development proposals.</li> <li>- Ensure that roads within the borough are used appropriately according to their status.</li> <li>- Expect major development proposals with the potential for significant trip generation to be in locations which are (or will be) highly accessible by a range of transport modes. Developments should be located and designed to make the use of public transport more attractive.</li> <li>- Require a full Transport Assessment where the proposed development is anticipated to have significant transport implications.</li> <li>- Require the occupier to develop, implement and maintain a satisfactory Travel Plan to minimise increases in road traffic and meet mode split targets.</li> <li>- Expect development to provide safe and suitable access arrangements for all road users.</li> <li>- Require appropriate measures to control vehicle movements, servicing and delivery arrangements.</li> <li>- Require, where appropriate, improvements to cycle and pedestrian facilities.</li> <li>- Parking will be expected to be provided in accordance with the following per unit maximum standards: <ul style="list-style-type: none"> <li>i. 2 to 1.5 spaces for detached</li> </ul> </li> </ul>	<p>Compliant: The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives. Conditions and obligations have been recommended to ensure that the objectives of this policy would be carried through to implementation.</p> <p>The development has an appropriate degree of accessibility for the level of trip generation that the proposal would result in and measures have been recommended (through the planning obligations and conditions recommended) to ensure that the use of a range of modes of transport is encouraged. These measures include a Travel Plan seeking to encourage appropriate proportions of journeys by non-car modes of transport, enhanced public transport facilities (a bus stop) in the local area. A Construction Management and Logistics Plan has been recommended to ensure the impact of the construction phase of the development is appropriately mitigated.</p> <p>The Transport Statement submitted is considered to have assessed the impact of the scheme over an appropriate area of influence. No significant adverse impacts on the adjacent local highway network have been identified.</p> <p>The design of the development is considered to take full account of the safety of all road users, includes appropriate access arrangements and would not unacceptably increase conflicting movements on the road network or increase the risk to vulnerable road users.</p> <p>The scheme would provide 134 parking spaces (including 14 disabled standard spaces) for the 132 dwellings proposed. This is sufficient to comply with the Local Plan parking standards.</p> <p>Officers consider that the scheme proposes</p>

	<p>and semi-detached houses and flats (4 or more bedrooms).</p> <p>ii. 1.5 to 1 spaces for terraced houses and flats (2 to 3 bedrooms).</p> <p>iii. 1 to less than 1 space for developments consisting mainly of flats (1 bedroom)</p>	<p>suitable access arrangements and an appropriate quality of pedestrian environment. The proposal would deliver acceptable facilities for pedestrians, cycles and cyclists.</p> <p>These issues are discussed in greater detail in section 3 of the report, in particular section 3.9.</p>
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Key relevant local and strategic supplementary planning documents

**Local Supplementary Planning Documents:**

Sustainable Design and Construction (April 2013)  
 Residential Design Guidance (April 2013)  
 Planning Obligations (April 2013)  
 Affordable Housing (February 2007 with updates in August 2010)

**Strategic Supplementary Planning Documents and Guidance:**

Accessible London: Achieving an Inclusive Environment (April 2004)  
 Sustainable Design and Construction (May 2006)  
 Health Issues in Planning (June 2007)  
 Wheelchair Accessible Housing (September 2007)  
 Planning for Equality and Diversity in London (October 2007)  
 All London Green Grid (March 2012)  
 Shaping Neighbourhoods: Play and Informal Recreation (September 2012)  
 Housing (November 2012)

# APPENDIX 3: PLAN OF THE PROPOSED DEVELOPMENT



**SITE LOCATION PLAN:  
Granville Road Estate, Granville Road, Childs Hill, London NW2 2LD**

**REFERENCE: F/04474/14**

