

# **Draft Planning Brief**

**Granville Road Estate**

**Cricklewood**

**NW2**

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### 1.0 Introduction

1.1 This draft brief sets out the key policy and development issues and key design principles, process and programme for the redevelopment of The Granville Road Estate, NW2.

1.2 The draft brief is intended to provide a coherent planning framework and sustainable approach towards the future use and development of the site. The brief seeks to guide stakeholders, local people and other interested parties to comment on and help shape the future of the site, assist with determining acceptable forms for the redevelopment of the site and provide information to guide the type and content of future planning applications for the site.

### 2.0 Site Description

2.1 For the purposes of this brief the Granville Road Estate shall be referred to as 'the site' and cover the area outlined in red on the site plan contained in Appendix 1.

2.2 The Granville Road Estate covers an area of approx 3.75 hectares located between The Vale and Cricklewood Lane. The site is accessed via Granville Road with secondary restricted accesses from Cricklewood Lane/Mortimer Close to the south and Llanelly and Nant Roads to the east.

2.3 The Estate, which is owned by the Council and managed by Barnet Homes was built in the 1960's and is a typical example of modernist public housing architecture of that time. The Estate consists of three, 15 storey tower blocks

(Harpenmead Point, Templewood Point and Granville Point) and a further three low rise blocks (Mountfield, Beech Court and Nant Court) and Garth House, a sheltered housing scheme. A community centre, Garth Hall also exists on the site.

2.4 Each tower block contains 60, one and two bedroom flats. The remaining buildings provide 5 studio flats; 36, 1 bed flats and 36, 3 bed units. Garth House is a sheltered housing scheme which comprises of 33 one bed units and a 2 bed warden flat.

2.5 The blocks are surrounded by managed amenity space, garage courts and areas of hard surfacing. These are accessed from Granville Road which runs centrally through the site.

2.6 Levels rise by over 12 metres across the site from north to south.

### **Surrounding Area**

2.7 The site is located within an established residential area in a tight knit suburban area. The properties in the surrounding residential roads are predominantly two storey Edwardian and Victorian terraced dwellings. The properties to the south of the site, on Cricklewood Lane, are a mix of commercial and residential properties consisting mainly of retail units at ground floor with residential above. To the north of the site is a mixture of buildings and uses. These include terraced houses, some blocks of purpose built flats; a purpose built sheltered housing block an industrial estate and other commercial units. The Industrial Estate is currently vacant and is likely to be the subject of proposals to be redeveloped.

2.8 An area of land on the eastern side of the estate (66-72 Granville Road) is privately owned. The site was formally in use as a builder's office and yard with residential accommodation above. Planning permission was recently granted for the conversion of the offices to residential use and for the erection of a residential block to the rear. Development has commenced on site.

### **Accessibility**

- 2.9 Main access to the site is currently from Granville Road with secondary restricted vehicular access from Nant Road, Llanelly Road and Cricklewood Lane (see Appendix 1). A number of bus routes run in close proximity to the site most notably the 245, 260 and 460. The nearest underground station is Golders Green (Northern Line) just less than 1km (0.56 miles) from the site. The nearest mainline rail station is Cricklewood, which is just over 1km (0.64 miles) away.
- 2.10 The accessibility of the site is indicated with the Public Transport Accessibility Level (PTAL). This rating measures the amount of public transport service available. The site has been assessed to have a PTAL rating of 2 with 6 being the highest level of accessibility.

### **3.0 The Barnet Investment Programme**

- 3.1 The tower blocks on the Granville Road Estate are the last multi-storey estate blocks owned by the Council, outside a regeneration area, that have not been improved. Recent condition surveys have indicated that significant works are required to bring the accommodation up to the Governments Decent Homes Programme standards. The refurbishment of the tower blocks will allow for the repair and improvement of local authority housing stock to serve the current and future needs of the community.
- 3.2 There is no capacity within the existing capital programme to undertake the necessary works and consequently possible alternative funding options have been considered.
- 3.3 The Government is committed to maximising the re-use of previously developed land and empty properties to promote regeneration and minimise the amount of green field land being taken for development as advocated by, PPS3.
- 3.4 The existing condition and estate layout presents an opportunity to improve the quality of the local environment and to make a more efficient use of land with large areas of the estate used for garage courts and managed grass

land. It is considered that parts of the site (see plan attached in Appendix 2) could be redeveloped more effectively to provide 'enabling' development, to assist the funding of the works for the Tower Blocks and enhanced parking and amenity space provision for existing residents in accordance with adopted UDP standards.

#### **4.0 Relevant Planning Policy Documents**

4.1 Relevant planning policies relating to the proposed development of the Granville Road Estate are contained within:-

- PPS1: Delivering Sustainable Communities (February 2005);
- - Draft Planning and Climate Change supplement to PPS1;
- PPS3: Housing (November 2006);
- PPG13: Transport;
- PPG25: Planning and Flood Risk;
- The London Plan (GLA, February 2004) and Proposed Alterations (2005 and 2006);
- Sustainable Design and Construction SPG (GLA, May 2006);
- Barnet Unitary Development Plan (adopted May 2006);
- Barnet's Affordable Housing SPD (adopted February 2007);
- Barnet's Emerging Local Development Framework (LDF);
- Barnet's Planning Obligations (S106 Agreements) Supplementary Planning Document (September 2006);
- Barnet's Sustainable Construction and Design Supplementary Planning Document (SPD) (Approved May 2007);
- Barnet's Draft Contributions to Education Supplementary Planning Document (SPD) (2006);

4.2 The following Corporate documents also contain policies relevant to this site:-

- Barnet's Three Strands Approach (Approved 22 November 2004)
- The London Borough of Barnet Corporate Plan 2007/8-2009/10
- A Sustainable Community Strategy for Barnet 2006-2016

Hard copies of these documents are available at the Planning Reception, North London Business Park, Ground Floor, Building 4 or electronically from the following websites:

- PPS's from [www.communities.gov.uk](http://www.communities.gov.uk)
- GLA documents from [www.london.gov.uk](http://www.london.gov.uk)
- Barnet documents [www.barnet.gov.uk](http://www.barnet.gov.uk)

## **5.0 Planning Brief Principles**

5.1 Any enabling development must be fully justified in terms of necessity in enabling the delivery of community benefits. Enabling development must pass strict tests of viability in terms of supporting the 'public benefit' accruing from the site. Low and medium density housing is considered the most compatible form of development given the current use of the site and the character of the surrounding area. Flatted development is likely to be considered favourably given the nature of the existing estate.

5.2 The tower blocks on the Granville Road Estate are the last multi-storey estate blocks owned by the Council outside a regeneration area not earmarked for improvement. The redevelopment of parts of the estate with appropriate enabling development is anticipated to provide the key funding to carry out the works to the tower blocks together with enhanced parking and amenity space provision for existing residents.

5.3 Any development proposals must have regard to the policy documents referred to in the previous section and address in particular:-

### *Good Quality Design and Layout*

5.4 Good design is required by PPS1, the London Plan and Barnet's UDP (policies GEnv2 and D1). The refurbishment of the tower blocks should achieve an excellence in design and sustainability and a lowering of their carbon footprint to assist climate change objectives and provide the Borough with high quality buildings that the community can be proud of.

5.5 Any enabling development should respect the adjoining residential properties in terms of character, appearance, scale and bulk in accordance with UDP

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policies. UDP Policy H17 in particular requires that sufficient distance should be maintained between facing windows to habitable rooms.

- 5.6 Car parking should be well-integrated and should not dominate the streetscape of new and existing development by creating significant areas of hard surfacing.

#### *Scale and Massing*

- 5.7 Barnet's UDP states that new residential development will be considered in terms of its impact on its surroundings (Policy H2). In particular any enabling development should harmonise with and respect the character of the area (Policy H16). With the exception of the estate, the predominant buildings in this location are two storey residential dwellings which are suburban in character. Any new development should reflect the building heights within the estate and respect the surrounding scale and character in accordance with UDP standards and strand 2 (enhancement) of the Three Strands Approach. Specifically it must ensure adequate daylight and outlook for new and adjoining homes and avoid excessive overshadowing of gardens.

#### *Density*

- 5.8 Density is one of the indicators applied to assess an acceptable quantum of development. In respect of any enabling development, a design-led approach should be adopted. However, the quality and character of development of the site should have regard to density policies in the London Plan (Policy 4B.3) and the Barnet UDP (Policy H21).

#### *Dwelling mix*

- 5.9 The London Plan (Policy 3A.7) requires that at a strategic level, 50% of new housing should be affordable which is reflected in UDP Policy H5 and the Affordable Housing SPD. In addition, Policy GH2 and H4 require that a sustainable mixed range of housing is provided. Where 10 or more dwellings are proposed on the site the proposals should accord with the UDP and SPD.
- 5.10 Affordable housing obligations will only be reduced where there is a clear justifiable planning case and exceptional circumstances to support wider health, community or public open space benefits.
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*Amenity/Security/Safety*

- 5.11 New development should seek to respect existing residential amenity (UDP Policy D5). A Daylight/Sunlight Assessment should be submitted with any planning application to identify that the residential amenity of existing residents can be safeguarded.
- 5.12 Community safety and designing out crime are key objectives for all new development including the refurbishment works. UDP Policy GBEnv3 and D9 require all developments to provide a safe and secure environment. New developments should reduce opportunities for crime and the fear of crime. Natural surveillance and overlooking of public and parking areas should be maximised, entrances should be visible from the street and careful consideration should be given to the landscaping of the proposals.
- 5.13 Security measures should meet Secured by Design criteria and where appropriate CCTV shall provide coverage for entrances, communal and parking areas.

*Refuse and recycling*

- 5.14 In accordance with the Council's Waste and Sustainability Team Advice note recycling facilities should be incorporated within all existing and new accommodation and should be considered at an early stage of the design process. This may include providing storage facilities for sorting containers within kitchens to separate recyclables at source.
- 5.15 If refuse stores are to be relocated as a result of the refurbishment works these need to be redesigned to incorporate storage space for recyclables and located within acceptable pulling distances for refuse collection vehicles.

### **Open Space, Trees and Landscaping**

- 5.16 The site is characterised by tower blocks and maisonettes set amongst large communal areas of amenity space which give the estate an open and green feel. This is further enhanced by the original landscaping and planting having matured.
- 5.17 The strategic policies of the UDP require all new development to respect and improve the quality of the environment (Policy GBEnv2), and preserve and enhance open spaces and nature conservation features (Policy GBEnv4). Any new building should be sited to minimize the loss of the sites 'open character' and mature trees and the existing and retained open spaces should be enhanced through landscaping and tree planting. These areas should be planted with species that enrich the biodiversity of the area and help screen new development from its neighbours.
- 5.18 Development will be required to meet the London Plan requirements for provision of play and informal open space for children and young people. The draft guidance indicates a requirement for 10sqm accessible space per child.
- 5.19 Full landscaping plans, a baseline ecological survey and a tree survey, if required, should be submitted with any planning application. Where possible existing trees of high amenity value should be retained on site.

### **Transport and Accessibility**

- 5.20 Main vehicular and pedestrian access for the site will be via Granville Road, with secondary pedestrian and restricted vehicular access from Cricklewood Lane/Mortimer Close and Llanelly Road. Car and cycle parking provision should adhere to the London Plan and the Barnet UDP.
- 5.21 It is expected that any enabling development will allow the opportunity to improve and rationalise parking provision for existing tenants.
- 5.22 Disabled parking spaces should be provided close to lifts and cycle parking should be easily accessible. Parking should be well designed and not
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dominate the streetscape or areas of amenity. Parking layouts should meet Secured by Design criteria.

5.23 Additional consideration should be given to encouraging the use of alternatives to the private car. In particular, pedestrian and cycle accessibility to the site should be enhanced.

5.24 Any development proposals should be accompanied by a Transport Assessment setting out their likely impact and appropriate mitigation measures.

### **Accessibility**

5.25 London Plan Policy 4B.5 requires all developments to create an inclusive environment and accessible development is also a key strategic policy of the UDP (Policy GBEnv5). The policy is amplified by Policy D8 and CS4 which require community buildings to provide suitable access and facilities for people with disabilities.

5.26 New residential development should be built to Lifetime Homes standards (UDP Policy H13) with 10% of new housing designed to wheelchair standards

### **Sustainable Design and Construction and Energy**

5.27 Sustainable development is central to all policies in the London Plan, Barnet's UDP and the Council's approved Sustainable Construction and Design SPD. London Plan 2A.1 sets out a number of key criteria and Policy 4B.6 promotes the highest quality sustainable design and construction (Policy 4B.6). The GLA's SPG on Sustainable Design and Construction (May 2006) seeks to encourage the incorporation of sustainable design and construction principles.

5.28 The Barnet UDP states that a key aim for the Council as set out in its Corporate Plan is to create a sustainable, healthy environment, which means integrating environmental, social and economic policies to promote a more just and equitable society. UDP Policies Env1 and Env2 support and encourage proposals for energy production from renewable sources and

energy efficient development and the Council's approved Sustainable Construction and Design SPD provides further guidance on these issues. Appropriate renewable energy technologies should be fully integrated within development proposals to provide at least 10% of the buildings' energy demands (the Proposed Alterations to the London Plan proposes that the current 10% target is increased to 20%). Layout, design, landscaping and materials are all important in minimising energy use and creating sustainable development. Furthermore, new developments are required to meet high standards of energy efficiency and a national Home Energy Rating (NHER) of 8, Code Level 3 of the Code for Sustainable Homes and comply with the BREEAM Ecohomes standard of very good.

- 5.29 An Energy and Sustainability statement should be submitted with any proposal to indicate the sustainability measures included in the development.

## **6.0 Application Requirements**

### **Pre-Application Advice Service**

- 6.1 Barnet Council offers an innovative pre-application advice and planning brief service to guide (in particular with major and complex developments) customers through the complexities of the development control planning system. Charges apply and a multi-disciplinary team of dedicated technical and environmental officers is on hand to assist. For further information contact the Council's Major Projects Unit within the Planning and Environmental Protection service.
- 6.2 It is expected that all applications will go through this process to front load proposals at an early stage and to maximize community engagement. Formal submission without pre-application discussions will be considered within the strict government timescales for determining applications and are likely to be refused if unacceptable.

### **Type of Planning Application(s)**

- 6.3 The Council expects proposals for the estate to be brought forward in a comprehensive manner in the form of a detailed planning application. Outline planning applications will not be acceptable.
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### **Supporting Information**

6.4 Each planning application will need to be supported by the following information:

- a Planning Statement;
- a Design and Access Statement;
- an Energy and Sustainability Statement;
- a Transport Assessment;
- a Flood Risk Assessment;
- a Sunlight and Daylight Assessment;
- a Tree Survey, in accordance with BS 5837:1991 'Guide for trees in relation to construction';
- a baseline ecological survey; and
- a Construction and Traffic management Method Statement, setting out how potential adverse noise, air pollution and traffic impacts are to be minimised during demolition and construction phases.

### **Environmental Impact Assessment**

6.5 Depending on the nature and scale of the proposals, prospective applicants will be encouraged to seek a screening opinion from the Council, under the provisions of the Town and Country (Environmental Impact Assessment) (England and Wales) Regulations 1999, to determine whether an Environmental Impact Assessment is required.

### **Planning Obligations (S106 Agreements)**

6.6 In accordance with Government guidance, UDP Policy IMP1 and the Council's SPD on Planning Obligations (September 2006), the Council will seek planning obligations/contributions to secure high quality sustainable development. The planning obligations/contributions will need to take account of the nature and scale of the proposals, but may include:

- open space, sports and recreation provision and/or enhancement;
- traffic management and movement measures;

- the incorporation of appropriate energy, sustainability and/or biodiversity measures;
- the delivery of 'affordable housing';
- community safety and designing out crime measures;
- the delivery of 'lifetime homes' and 'wheelchair housing';
- contributions towards new education and health provision as relevant to the residential development; and
- contributions towards S106 monitoring and enforcement of conditions.

6.7 Construction companies undertaking work at the site will be required to enter into the Council's 'Considerate Contractor Scheme'.

### Consultation

6.8 Consultation with the local community will be encouraged at all stages of the planning process. The Council will discuss with applicants the appropriate time for an emerging scheme to be considered for a Planning and Development Forum (which will be prior to the submission of an application).

## 7.0 Contacts

### London Borough of Barnet Council – Planning Services

Stewart G. Murray – Director of Planning and Environmental Protection  
Telephone number: 020-8359 4838  
Email: [stewart.murray@barnet.gov.uk](mailto:stewart.murray@barnet.gov.uk)

Martin Cowie – Major Projects Manager  
Telephone number: 020-8359 4514  
Email: [martin.cowie@barnet.gov.uk](mailto:martin.cowie@barnet.gov.uk)

Jo Dowling – Principal Planner, Major Projects  
Telephone number: 020-8359 4514  
Email: [jo.dowling@barnet.gov.uk](mailto:jo.dowling@barnet.gov.uk)

Ros Ward – Planning Policy Manager  
Telephone number: 020-8359 4622  
Email: [ros.ward@barnet.gov.uk](mailto:ros.ward@barnet.gov.uk)

Theo Panayi  
Telephone number: 020-8359 7105  
Email: [theo.panayi@barnet.gov.uk](mailto:theo.panayi@barnet.gov.uk)

### Principal Areas of responsibility

Strategic Planning

Major Projects and Planning lead

Major Projects case lead, Planning DC advice

Statutory Planning Policy and LDF advice

Transportation and Highways advice