



North London Business Park

**Planning Brief
Adopted March 22nd 2016**

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1 Introduction: Purpose and Objectives for the site

- 1.1 The development of North London Business Park (NLBP) presents a significant opportunity to deliver housing growth in Brunswick Park creating a new suburban community. Currently occupied by office buildings, car parking and a secondary school this Planning Brief provides the vision for transformation of the site.
- 1.2 The objectives for the site are to deliver:
- comprehensive redevelopment of all existing buildings through a residential led scheme that effectively ties into the surrounding area;
 - provision of a significant quantity of public open space, outdoor amenity space and a replacement pitch for sporting use to serve both the new development and the surrounding area;
 - provision of affordable and flexible employment floorspace for Small to Medium Enterprises (SMEs);
 - provision of education, replacement nursery and other community uses.

Background: Site History

- 1.3 The first development of land at NLBP was by the Great Northern Cemetery Company. The site itself was not used for burials and consisted of a rail head station linking with Kings Cross, siding, chapel and cottages. Mourners walked down 'lime tree' walk to the cemetery entrance on Brunswick Park Road. Although the rail head no longer exists, there are remaining lime trees.
- 1.4 Standard Telephone and Cable then developed the site as the New Southgate Works in the 1920s and manufactured a range of telecommunications equipment. The first ever transatlantic radio telephone conversation was made from the site in 1923. During the Second World War the site made a major contribution to the war effort by manufacturing radio equipment for aircraft. A V1 bomb hit the site in August 1944 causing fatalities and extensive damage. These events are marked by memorials on the site.
- 1.5 Northern Telecom [Nortel] vacated the site in 2002, ending over 80 years of single ownership and association with telecommunications. The site was then sold and marketed as North London Business Park (NLBP) with mixed success.
- 1.6 Appendix 2 sets out the site development timeline.
- 1.7 Any new development will be expected to respect the history of the site and to explore the potential for the retention of memorials. The acknowledgement of advances in telecommunications made by Standard Telephone and Cable could be recognised in street names and places within the new development.

Background – Land Uses and Land Ownership

- 1.8 Existing land uses on the site include office space, serviced office space, a secondary school, a nursery, a banqueting facility and various small scale retail uses; ancillary to the office space. A 25m high telecommunications mast is located in the north of the site. There is a multi-storey car park and a large number of other parking areas. There is a former playing field to the north and a pond and landscaping in the south-east part of the site.
- 1.9 The entire site is owned by the Comer Group.

Background: Key Issues

- 1.10 In 2006 the Council adopted a Planning Brief for the site and the adjacent land at Coppies Grove. The 2006 Brief was produced in response to the high levels of vacancy at the North London Business Park and recognition that despite providing modern office space (B1 use class) and generous car parking within a suburban setting, the Business Park did not address the demands of the London office market.
- 1.11 Reflecting its designation as a Strategic Employment Location in the London Plan, the 2006 Planning Brief sought to protect existing operational employment uses within the Business Park whilst assessing how to integrate new uses on under-used/redundant land. Residential uses were incorporated into the proposals as part of a mixed use development around the centre of the Business Park and generally as lower density housing around the periphery. This mixed use scheme has not revitalised the NLBP site.
- 1.12 Temporary planning consents for education use were permitted in 2009 and 2013 for Barnet College and St Andrew the Apostle secondary school.

2 Planning Policy Framework

- 2.1 The Barnet statutory development plan is the 2012 Local Plan Core Strategy and Development Management Policies, alongside the 2015 London Plan (consolidated with alterations since 2011). Regard has to be had to the National Planning Policy Framework (NPPF) in decision making. The key policy documents are set out in Appendix 1. The key policy issues relevant to the site are employment, housing and design and infrastructure in terms of open space, provision for sport and community facilities. These are summarised below.

Key Planning Policy Issues: Employment

- 2.2 The London Plan 2015 identifies the site as a Strategic Employment Location with the sub category, Industrial Business Park. The designation reflects the historic employment use of the site. The London Plan recognises that 'In recent decades London's economy has been increasingly service-based, and this is likely to continue. As a result, ensuring there is enough office space of the right kind in the right places is a key task for the London planning system' (paragraph 4.10).
- 2.3 The London Office Policy Review 2012 indicates that office based employment may grow, although the London Plan recognises that this growth has not always translated into new floorspace in Outer London. The London Plan encourages the renewal and modernisation of office stock in viable locations in both Outer and Inner London and urges boroughs to manage changes of surplus office space to other uses, providing overall capacity is sustained to meet London's long-term office needs. The persistent vacancy rate demonstrates that NLBPs location is not viable for the type and quality of accommodation on offer and may not be sustainable in the longer term. Therefore replacement of the existing strategic floorspace for alternative uses will be considered acceptable.
- 2.4 Local Plan policy expects re-provision of employment space where a loss of employment floorspace occurs. The Barnet Entrepreneurial Strategy highlights the contribution of small and medium sized enterprises to the health of North London's economy. A success story at NLBP is the 'Business Innovation Centre' in Building 3. The flexible terms for letting space in a range of sizes and formats have generated demand from local Small to Medium Enterprises (SMEs). Retention of a suitable amount of employment floorspace for small businesses with car parking will therefore be expected in any new development. Floorspace should be offered on flexible terms for start-up units (30m² - 50m²) and move-on space (250m²-1,000m²) to help meet and support the expansion needs of SMEs in Barnet.
- 2.5 In order to identify the type and quantity of employment generating uses that are considered to be viable and deliverable on the site the Council will require an Employment Study to assess the potential for modern business uses as an element of the scheme in the short, medium and long term. The Employment Study should set out the existing context of the NLBP site and include an assessment of supply and demand for employment accommodation in Barnet,

the wider sub-region and London. The Employment Study should provide an overview of recent marketing activity undertaken, analysis of business accommodation requirements; liaison with commercial agents and review of existing demand, recent market transactions and consideration of opportunities for new employment growth sectors within Barnet. This should consider potential for creative industries (including arts, technology, crafts and design) as well as more traditional professional areas of business services to locate in the new development.

Key Planning Policy Issues: Housing and Design

2.6 The following housing issues are key in Barnet's Local Plan:

- **Optimising housing delivery:** the Local Plan Core Strategy identifies the NLBP site in Table 3: Barnet's Development Pipeline as a site which has an optimal figure of 400 units to be delivered in the period 2011-2021. This figure is based on the 2006 Planning Brief, therefore it is recognised that the optimal number of units will increase with comprehensive re-development.
- **Affordable housing:** this should be provided in line with the Council's strategic borough-wide target of 40% provision for all new homes. In line with the Core Strategy the tenure mix of affordable housing which will be sought is 60% social rented and 40% intermediate. Viability will be considered in line with the most recent version of the Affordable Housing SPD.
- **Range of unit sizes:** maintaining and increasing the supply of family housing is a priority in Barnet. Barnet's Housing Strategy recognises the markets pre-disposition to provide 1 and 2 bedroom units and maintains the priority for family homes across all tenures. Brunswick Park ward is not characterised by any recent residential development of a significant scale. Therefore whilst the dwelling size priority is for family homes, the expectation is that some smaller flats may help meet a local need.

2.7 The NPPF sets the Government's planning policies for England. There is a presumption in favour of sustainable development which will be achieved if development is in line with the NPPF. Paragraph 58 sets out the following aims for the design requirements for development that will:

- function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;
- optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks;
- respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation;

- create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and
- are visually attractive as a result of good architecture and appropriate landscaping.

2.8 The NPPF states at paragraph 59 that design policies should avoid unnecessary prescription or detail and should not attempt to impose architectural styles or particular tastes.

Key Planning Policy Issues: Open Space

2.9 The London Plan March 2015 requires that deficiencies in public open space are addressed in relation to different types of open space. Evidence supporting Barnet's Local Plan highlighted that NLBP site is deficient in local open space. The London Plan also requires playspace provision. The quantum would be dependent on the final mix of unit sizes. Further detail is contained in the Barnet Local Plan Development Management Policies and Barnet Planning Obligations SPD.

Key Planning Policy Issues: Provision for Sport

2.10 Outdoor sport areas including playing fields and sports pitches are protected by policy. The Local Plan policy is that re-development of sports pitches can be permitted where equivalent or better quality sports pitch provision can be made. The northern part of the site provided a playing field for employees. Adjacent to this field, which is now overgrown, are three tennis courts. The sports facilities have been unused since Nortel vacated the site in 2002. If an all-weather sports facility shared with the education uses can be re-provided on site then this may justify a reduction in the total area of outdoor sport space on the basis that it represents an improvement in quality.

Key Planning Policy Issues: Community Infrastructure

2.11 The Core Strategy expects development which increases the need for community facilities and services to make appropriate contributions towards new and accessible facilities. The Development Management Policies expects replacement of existing community facilities where there is continued demand. The existing nursery facility would need to be replaced to at least equivalent quantity and quality. In addition the scale of development could justify provision of other community facilities.

2.12 A key principle of the proposed development is the expansion of the existing temporary school on the site. Development arising on the site will create a significant additional number of school-age children, and as such this part of the development is considered essential to make the development acceptable in planning terms.

2.12 All development is expected to make a contribution towards funding new infrastructure which matches growth in homes and population. This will principally be done through the collection of Community Infrastructure Levy revenues to fund strategic infrastructure, but on large sites such as this, the provision of new facilities on-site may be required.

3 Site Characteristics and Relationship with Surrounding Area

- 3.1 North London Business Park is a large site of 16.5 ha, located in an established suburban area, within Brunswick Park Ward. Within the London context, the potential of the site needs to be optimised. Whilst any future development proposal must respect the character of the surrounding area where the development meets neighbours, the site is large enough to have its own character and develop a modern, attractive place for the future. It is important that the redevelopment of this site for residential purposes results in a development that is knitted into the surrounding area in a seamless way and not as a separate “gated” community.

Site Characteristics: Location and Surrounding Area

- 3.2 NLBP is located in the south-east of the Borough of Barnet in Brunswick Park ward. Brunswick Park is suburban, characterised by two storey terraced and semi-detached housing with parks and open spaces. The area represents the average for Barnet in terms of socio-economic structure. The nearest town centres are Whetstone to the north-west, East Barnet local centre to the north and Southgate to the east.
- 3.3 Located between the East Coast Main Line and the Great Northern Cemetery the NLBP site is clearly defined. To the south–west lies the Oakleigh Road South industrial area. Adjacent to the south lies the Edwardian terraced Brunswick Crescent. Further to the east lies the New Southgate Cemetery and Crematorium. Adjacent to the east lies later twentieth century suburban terraces along Howard Close and Brunswick Park Crescent. Adjacent to the playing field to the north lies Weirdale Avenue and Ashbourne Avenue which is characterised by metroland semi-detached development. Further north lies Russell Lane and its shopping parade. To the north-west at the junction of Brunswick Park Road and Russell Lane is the closest primary school (Brunswick Park) and GP surgery.

Map 1: NLBP context



- 3.4 NLBP is located between two national rail stations, New Southgate and Oakleigh Park. London Underground Piccadilly line services can be accessed at Arnos Grove. Bus services (routes 34, 251 and 382) are available from Oakleigh Road South and Brunswick Park Road.

Site Characteristics: Topography and land form

- 3.5 The levels change from the lowest point in the south-east of the site, which also contains a balancing pond for site drainage, up to the north-east corner by over 20 metres, which is around seven residential storeys (see Map 2: NLBP Site Contour). There is a large stepped parking area between the commercial building and the playing fields to the north of the site. The eastern part of the site around the pond comprises an area of open landscape.
- 3.6 The land form on the site is not entirely natural and is the result of the rubble from historic demolitions being incorporated into landscaping bunds. Also during the Second World War a number of underground bomb shelters and bunkers were formed and the remnants of these still remain on the NLBP site. It is appropriate that development should respond to the contours within the site, avoiding significant changes in building heights which are excentuated by changes in land form.

Map 2: NLBP Site Contour



Site Characteristics: site features

- 3.7 The pond with a small island and surrounding landscaping forms a prominent feature of the NLBP site. This was developed in 1981 to serve as a surface water storage function as well as enhance the setting.
- 3.8 The site is home to a large number of trees including Lombardy Poplar, Austrian Pine, Norway Maple, Beech, Lime and Oak; many are worthy of retention and some are covered by Tree Preservation Orders. They provide significant screening on the southern, eastern and western boundaries.
- 3.9 The six main buildings on the site represent campus style big box development with large single building units and associated parking set within a coarse urban grain with no over- arching urban structure. A telecommunications mast is located on the edge of the playing field on the highest part of the site.

Site Characteristics: physical constraints

3.10 The following constraints will need to be addressed in any development:

- level changes,
- numerous mature trees,
- potential ground stability issues,
- potential contamination,
- noise impacts from railway and Brunswick Park Road,
- constrained site permeability, and the
- retention of the pond.

Levels

3.11 The level changes across the site are significant and will require careful consideration with regards to building heights, acceptable access and useable public open space.

Trees

3.12 The Tree Preservation Orders associated with the site will need to be reviewed. As a minimum, the following groups of trees should be retained:

- the deciduous trees which create a frontage along Brunswick Park Road; and
- the boundary trees

3.13 Consideration of the remaining Limes which formed part of a wooded walk down to the entrance of the cemetery from the former chapel and former station [pre-dating the industrial use of the site] should be part the TPO review.

3.14 The Leylandii that screen the East Coast Main Line are effective in that role, however they are not a particularly beneficial species from an ecological point of view and they have a limited lifespan. Neither will they provide any material mitigation against noise from the railway corridor. These factors need to be fully explored and considered before any decision is made about their retention.

Ground stability

3.15 Former buildings on the site were demolished and not removed from site – for example the long landscaped bund adjacent to building 3 is what remains of the former building 8. There is further landscaping to the north of the site in the form of tiered parking with an extension to the playing field involving tipping. There are also extensive air raid shelters beneath the site; located centrally and to the north of the site and it is not clear whether these have been removed or filled in. Further investigation is therefore merited.

Contamination

3.16 A preliminary contaminated land survey was carried out in 2007. At the time of this survey the Council indicated that further investigation is likely to be required for the site due to its association with manufacturing. The detailed

assessment of ground contamination and soil sampling should be agreed with the Council's Environmental Health officers.

Noise and vibration

- 3.17 Development immediately adjacent to the railway lines is exposed to significant levels of noise and vibration. The principal of locating noise sensitive residential here would require significant mitigation and design measures to meet BS8233:2014 and World Health Organisation Guidelines. There is also a lesser noise impact along Brunswick Park Road. The full proposal will require a Noise Impact Assessment.

Site permeability

- 3.18 Access to the site is constrained by the railway line to the west and neighbouring residential property to the south and north. The disused access point from Ashbourne Avenue to the north of the site presents an opportunity to increase connectivity and permeability with the surrounding area for pedestrians and cyclists, as well as for emergency vehicles.

Relationship with surrounding area: edges

- 3.19 The site is surrounded by low density suburban residential, in particular to the south, north and east. In these areas the boundary is generally residential back gardens with the houses set back from the boundary between 15 to 20 metres. A number of buildings abut the site along the southern boundary. All the boundaries contain mature trees. The land to the north continues to rise to the north-west affording views into the site when not screened by trees. The land continues to gently fall away to the south and east.
- 3.20 To the west the East Coast Main Line separates NLBP from further suburban residential housing in Oakleigh Close, Fernwood Crescent and Denham Road. Buildings on Oakleigh Road North which are nearest to NLBP are more commercial in character consisting of a garage and parade of shops. The development closest to NLBP on Oakleigh Road South is a block of flats (completed around 2005). Beyond this housing the land rises up to Oakleigh Road North from where the existing Building 4 can be seen through and above the row of Leylandii trees which form the boundary along the railway.
- 3.21 To the east lies Brunswick Park Road which is typified by more low density suburban housing and the entrance to the Great Northern Cemetery. The site boundary along this frontage is landscaped with mature trees and an access point to the NLBP site. North of this on the eastern boundary is low density suburban housing along Howard Close and Brunswick Park Gardens. This housing forms the closest relationship with the site with little screening; a brick wall (nearly 500 metres long) forms the boundary.

Relationship with surrounding area: connectivity

- 3.22 There are currently two key access points to the site, at Oakleigh Road South to the south and Brunswick Park Road to the east. There is also a former access from Ashbourne Avenue to the north of the site. It is considered

important from a planning and urban design point of view that this opportunity is taken to knit the site into this wider residential area so that it forms part of the suburban landscape rather than functioning as a separated estate with limited access points. This will benefit both the new community and the existing community. Further transport assessment will be needed to demonstrate that the travel impacts of the new land uses can be accommodated by the local transport system, and where any improvements are shown to be necessary, then either the developer will be obliged to deliver these mitigation measures under the supervision of the Council if adjacent to the North London Business Park, or if in the surrounding area, contribute suitable sums to the Council and / or Transport for London to ensure delivery by them. Reopening the Ashbourne Avenue access to pedestrians and cyclists would reduce journey times for new residents to Whetstone, Oakleigh Park station, Russell Lane and areas to the north. It is considered that creating an access route to the north linking the site with the busses and shops on Russell Lane, and Oakleigh Park station, is required to make the site acceptable in planning terms, and accords with the principles in Local Plan Policy DM3.

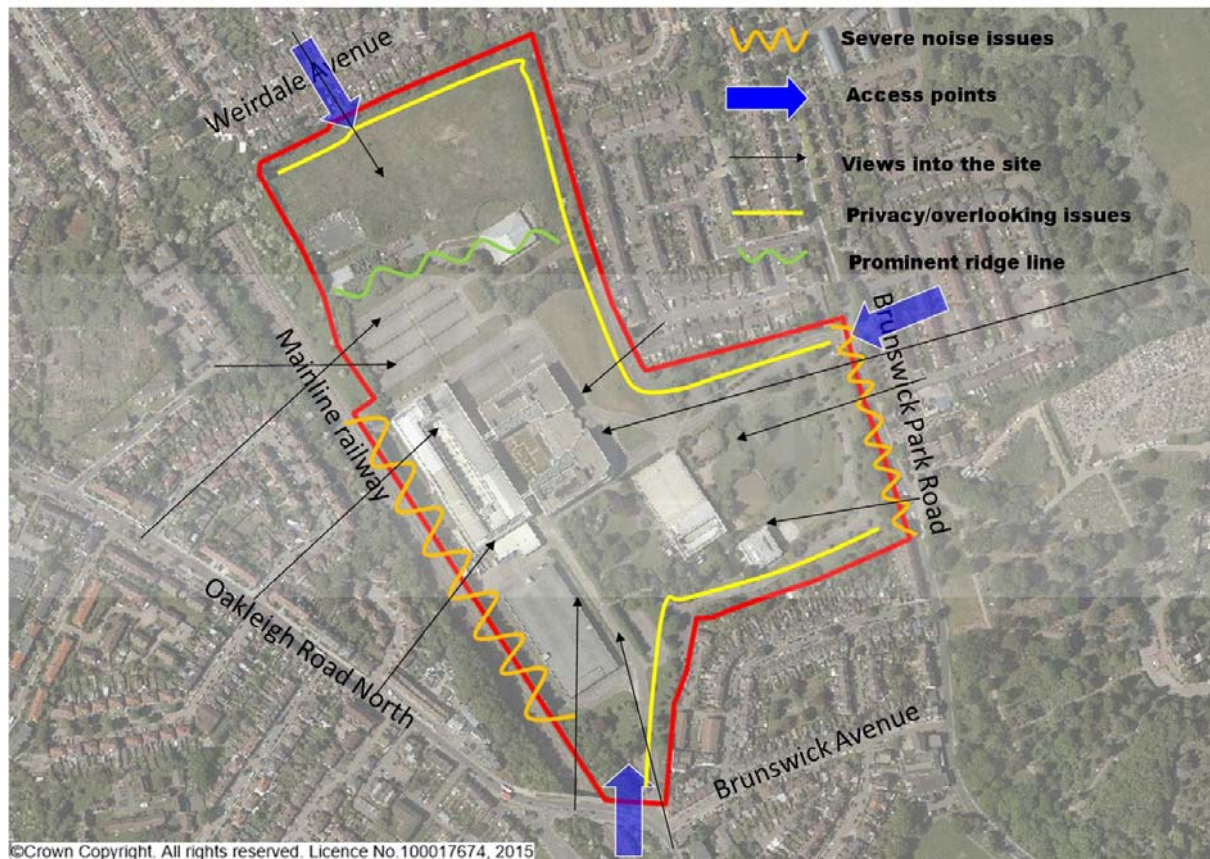
- 3.23 The nearest overland rail stations are New Southgate approximately 17 minutes walk away and Oakleigh Park about 25 minutes walk (reduced to 15 minutes with the reopening of the Ashbourne Avenue access). These stations access Great Northern services to London Kings Cross, Moorgate and Welwyn Garden City. The nearest underground station is Arnos Grove on the Piccadilly Line just over 20 minutes walk away. Bus routes 34 and 251 serve the Oakleigh Road South entrance as well as Arnos Grove station. The journey time to Arnos Grove tube is 5-7 minutes and Totteridge and Whetstone on the Northern Line (High Barnet Branch) is 14-17 minutes. The 382 serves the Brunswick Park Road entrance and connects with New Southgate station (although not directly as it goes via Arnos Grove).
- 3.24 The PTAL score for the NLBP site ranges from 1 to 2, and although the bus services are relatively frequent and connect fairly well to rail and tube networks buses often get caught in the congestion at peak times. Improvements to local bus services would need investigation and maybe require financial support.
- 3.25 Future accessibility to central London and destinations beyond would be improved with the Crossrail 2 proposed station at New Southgate.

Relationship with surrounding area: views/features

- 3.26 There are views into and across the site from the housing along Weirdale Avenue and the disused Weirdale Avenue entrance, to the east from housing along Brunswick Park Gardens/Howard Close and from the south along Brunswick Avenue. The trees along these boundaries are also features. The landscaped boundary along Brunswick Park Road is a feature and the vista into the site from this entrance with the land rising up to the existing entrance to Building 2 is also a feature. The large landscaped north/south mound adjacent to the existing Building 3 is prominent when viewed from houses in Brunswick Park Gardens along with the NLBP buildings.

3.27 The mature trees are the main feature when viewing from the site entrance on Oakleigh Road South. Looking from the west there are glimpses of the existing buildings from the side roads off Oakleigh Road North in particular Fernwood Crescent. The row of Leylandii is also a feature from this side rising above the semi-detached housing. The existing telecommunications mast is a feature which can be seen from Denham Road and from the housing along Weirdale Avenue to the north of the site. More distant views of the site are available from roads on the hillside to the east leading up to the border with London Borough of Enfield.

Map 3: Main constraints and relationships map



Relationship with surrounding area: infrastructure

3.28 NHS Clinical Commissioning Group were consulted regarding this potential redevelopment with regard the need for provision of on or off-site facilities. In order for delivery of a new on-site premises to be delivered, a development generally needs to be delivering an increase in population of approximately 6,000 new residents. This would justify a new facility. As this site will fall well below this threshold, the opportunity to secure on-site provision is not justified. It will be more effective at present to add additional GPs at existing nearby surgeries.

3.29 With regard to education infrastructure. School Place Planning benchmarking shows that the development has the potential to create a need for 1.1 to 1.8

forms of primary school entry, and 0.3 to 0.8 forms of secondary entry. The expansion of the secondary school on the NLBP site will accommodate the additional secondary need arising.

4 Site Opportunities

- 4.1 Further to the analysis of key planning issues, site characteristics and relationship with the surrounding area the following opportunities have been identified.
- 4.2 The site provides the opportunity to make a strategic contribution towards housing delivery in Barnet. The size of the site will ensure steady delivery of housing over the medium term.
- 4.3 The size of the NLBP site also provides the opportunity for development to define its own character away from sensitive boundaries, and introduce a finer grain of development which increases local permeability and integration whilst retaining open space. This, coupled with the changes in levels which provide the opportunity to conceal the scale of buildings and add interest to amenity open space by exploiting potential views. Retaining the numerous mature trees, and the pond, presents an opportunity to add amenity value and character to the development as well as retain biodiversity.
- 4.4 The opportunities for new employment should be considered, as evidenced by an Employment Study. There may be a potential opportunity for creative industries (including arts, technology, crafts and design), as well as more traditional professional areas of business services, to locate in the new development.

5 Approach to re-development

- 5.1 The following section sets out the approach to re-development for land use, urban design, development zones and character and access.

Approach to re-development: land use and location

- 5.2 The non-residential floorspace should be located in the higher density heart of the development. The buildings adjacent to the railway should be designed to provide a noise buffer for other residential uses across the site, whilst at the same time providing an acceptable acoustic environment for their own residents both internally and externally. The non-residential floorspace should include community infrastructure such as: healthcare, library and nursery/crèche. The higher density area should also be the location for, the small scale re-provision of employment floorspace and small-scale non-‘destination’ local retail and leisure uses.
- 5.3 The higher density residential areas should create a central heart to the development. The scale will need to consider the amenity of surrounding suburban housing, in particular Brunswick Park Crescent, Oakleigh Road North and from development on the higher ground to the north.
- 5.4 The proposed secondary school and associated replacement sports pitch should be located adjacent to Brunswick Park Road, whilst maintaining where feasible the landscaped buffer along Brunswick Park Road.
- 5.5 Lower density residential development should be located along the northern boundary on the existing playing field, adjacent to Howard Close and Brunswick Crescent to the south. Particular consideration should be given to the density of development along prominent areas within the site’s topography including the ridge line.
- 5.6 Existing trees and landscaping areas should be valued as assets to enhance the setting of proposals and public open spaces.

Map 4: NLBP indicative land use



Approach to re-development: urban form

- 5.7 The pattern of development and road layout should reflect where possible the rectilinear form of the surrounding streets, within a general perimeter block structure. Developments are encouraged to use creative and innovative layouts. Corner plots should have greater space around them. The transition between areas of higher and lower density should be carefully considered, with a stepping up of density making use where possible of the different levels across the site. Consideration of houses in a high density context should be explored. Undercroft or podium parking may also make use of the levels changes.
- 5.8 At present the presence of large urban blocks such as Building 4 can undermine permeability and ease of movement. Proposals for higher density development should therefore consider an informal layout where this is possible whilst still retaining legibility.
- 5.9 Maintaining the landscaped character along the Brunswick Park Road frontage will help delineate the site from the surrounding residential areas. This will also help provide an element of functional identification for the new school as separate to the residential uses. The playing pitch should separate the new school from the higher density zone of development.

- 5.10 The majority of the public open space provision should be concentrated centrally within the higher density central zone with local pocket parks providing childrens' playspace in the surrounding lower density areas. The juxtaposition of three entry points to the site through more traditional suburban street layouts into a central parkland area has the potential to create an interesting and naturally traffic calmed development.

Approach to re-development: Development Zones/character

- 5.11 The size of the NLBP site enables development to define its own character in particular in the higher density zone. The lower density zones should consider the surrounding suburban setting where building footprints are small and two or three storeys in height. Lower density suburban character will need to persist into the site from the boundaries in part reflecting other design factors; scale/massing, privacy, overlooking, and local views, whilst providing a transition to the higher density development.
- 5.12 Local Plan policy DM6 sets out the Council's approach to managing tall buildings in Barnet. There is a clear direction that they should be restricted to strategic locations within the borough. As this site is not within a strategic location, tall buildings are not envisioned in this location. The implication of this policy is that development of 8 storeys or more in height will not be supported.
- 5.13 Density should have regard to Table 3.2 of the London Plan, which guides density in terms of the surrounding character of the area, and access to public transport. The NLBP is considered to be generally suburban, while the Public Transport Access Level (PTAL) is at present between 1-2. Therefore, density ranging between 35-95 units per hectare across the site is appropriate.
- 5.14 The mature trees and pond within the site are particularly important aspects of the sites character and it is considered that the retention of as many of these features within any landscaping proposals for the site is vital in order to achieve the vision for this area. Given that the trees are one of the principle features of the site when viewed from surrounding streets, the introduction of new tree planting will be encouraged, providing natural landscaping and reflecting the character of surrounding residential areas.
- 5.15 The potential scale of the new school zone located in the south east corner of the site adjacent to residential housing will also need careful consideration. Through an innovative design, the impact in terms of scale on the neighbouring terraced properties will need to be addressed and any adverse effects such as orientation will require mitigation. Design must also consider privacy and overlooking issues.
- 5.16 It is envisaged that the proposed development of the site will have a build-out period of at least 5 to 10 years. The delivery of non-residential floorspace will therefore need to be considered in relation to the delivery of residential use, as part of a phasing plan. This will help ensure that community needs are met with the provision of necessary infrastructure.

- 5.17 The implications of the site being delivered over a number of years mean that phasing of the scheme will be an important consideration to ensure that the impacts of construction activities over a sustained period of time do not negatively impact on the viability of the businesses within the existing Innovation Centre, nursery and the operation of the school (the on-going use of the site for employment and educational uses), as well as neighbouring residential properties

Approach to re-development: routes and access hierarchy

- 5.18 The principal route through the site should link Brunswick Park Road to Oakleigh Road South as these provide the main access points. This allows occupiers to use the most convenient access / egress point, thus minimising impacts on local roads. Access from Ashbourne Avenue should be provided for pedestrians and cyclists to improve permeability and link the site through to Russell Lane to the north.
- 5.19 The Ashbourne Avenue route should be designed to restrict its use so it does not become a through route for cars, but provides access to appropriate vehicles where demonstrated to be required (ie emergency vehicles). Proposals for the opening up of the new pedestrian/cycling route should be accompanied by a statement setting out how it meets *secured by design* principles.
- 5.20 Suitable vehicular access to the new school for pick-up/drop-off should be provided on-site with access from Brunswick Park Road. Road and pavement design should be shared space.

6 Sustainability Objectives

- 6.1 The following section highlights some of the more important details to be considered with regards to sustainability objectives.

Energy and Carbon Reduction

- 6.2 The London Plan emphasises that development proposals should make a contribution to minimising carbon dioxide emissions in conjunction with the energy hierarchy. Development should demonstrate how it is Lean, Clean and Green through an Energy Statement. Given the scale of development and mix of uses this proposal should consider the possibility of site wide decentralised energy.

Flood Risk and Surface Water Management

- 6.3 The existing pond performs a flood attenuation function. It is classified as a Secondary A Aquifer, and the Environment Agency should be consulted on its future use prior to development commencing. The scale of this function and whether the pond is an effective form of attenuation is not clear. Further Surface Water Assessment will be necessary to determine this. Alternative drainage solutions may be possible across the site including green roofs, attenuation tanks and smaller ponds. The sites geology – underlain by London Clay – prevents the use of infiltration techniques. A site wide Surface Water Drainage Strategy is required and this would need approval from the Council in its capacity as Lead Local Flood Authority.

Noise

- 6.4 Development immediately adjacent to the railway lines is exposed to significant levels of noise and vibration. The principal of locating noise sensitive residential here would require significant mitigation and design measures to meet BS8233:2014 and World Health Organisation Guidelines. There is also a lesser noise impact along Brunswick Park Road. The full proposal will require a Noise Impact Assessment.

Contamination

- 6.5 The Environment Agency recommend that developers should:
- Follow the risk management framework provided in CLR11, Model Procedures for the Management of Land Contamination, when dealing with land affected by contamination.
 - Refer to the Environment Agency Guiding principles for land contamination for the type of information that is required in order to assess risks to controlled waters from the site. The Council will advise on risk to other receptors, such as human health.
 - Refer to the contaminated land pages on GOV.UK for more information.

Heritage and archaeology

- 6.6 The Southgate Green Conservation Area (in LB Enfield) as well as 13 Grade II listed buildings are within 1km of the NLBP site. Development should consider how it relates to these assets, and where necessary respond to them.

- 6.7 The site has local archaeological and historical interest related to its former usage as part of the Great Northern Cemetery as well as a centre for telecommunications manufacture. While little survives above-ground, there are likely to be substantial below ground remains most notably coal chute tunnels, air raid shelters and possibly 19th century burials. Further archaeological investigation will help to respect the history of the site and identify heritage features that are worthy of retention.

7 Planning Application: Main Considerations

- 7.1 The following section highlights some of the more important details to be considered at the planning application stage.

Privacy and overlooking

- 7.2 The lower density zones of development should respond to the adjacent houses in terms of scale and massing, and reflect the roof form of surrounding buildings. In new residential development there should be a minimum distance of 21 m between properties with facing windows to habitable rooms to avoid overlooking, and 10.5 m to a neighbouring garden.

Outdoor Amenity Space

- 7.3 Provision of outdoor amenity space is vital in Barnet and a key consideration for new residential developments. Gardens/outdoor amenity space makes a significant contribution to local character and specifically towards biodiversity, tranquillity, amenity, setting and sense of space.

Biodiversity

- 7.4 The presence of the pond and the colony of Canadian Geese is perceived as making a contribution to nature conservation. However on the basis of recent biodiversity surveys the NLBP site's ecological value is considered to be limited. This is mainly because of intensive management practices and built environment. The northern playing field has the highest ecological value due to a lack of management. Slow worms and bats were found in this area. The opportunity therefore exists to improve the ecological value of the site through habitat enhancement and the creation of new habitats where necessary and establishing wildlife corridors or linkages to surrounding land (e.g. New Southgate Cemetery and railway land) together with providing bird and bat boxes.

Internet Connectivity

- 7.5 Providing the latest internet connectivity in new homes as well as the re-provision of business space will help support both home working trends as well as meeting the needs of small to medium commercial enterprises. There are currently 130 businesses leasing space in Building 3. Of these, 70 have a web presence and list NLBP as their contact address. Providing a wide range of services, mainly professional, they represent a developing small business community which should be supported through high quality telecommunications connectivity. Superfast broadband for example is just one way of benefitting businesses through quicker file sharing, video conferencing, online data storage [reducing hardware costs], all providing a better customer experience. Local wireless connectivity may also be a consideration to support the changing nature of work and small business activity together with the changing nature of community facilities.

8 Development Contributions

Community Infrastructure Levy (CIL)

- 8.1 The purpose of CIL is to pay for infrastructure required to mitigate the impact of development across the Borough. Barnet's CIL charging rate has been set at: £135/ m2. It applies to the 'net additional floorspace' of new development which is delivering 100 m2 or more of gross internal floorspace or the creation of one additional dwelling. Net additional chargeable floorspace in the North London Business Park will consist of the additional floorspace over and above the total existing office floorspace.
- 8.2 In addition to Barnet's CIL the Mayoral CIL applies to all chargeable development in the borough. A flat rate of £35/ m2 applies.

S106 Requirements

- 8.3 A Planning Obligation or Section 106 is a legally binding agreement made between the developer and the Council which is drafted where necessary to make an application acceptable in planning terms. The following considerations may require S106:
- improvements to public transport infrastructure,
 - education provision
 - affordable housing
 - health facilities
 - small business accommodation and training programmes to promote local employment and economic prosperity
 - town centre regeneration, promotion,
 - management and physical environmental improvements including heritage and conservation
 - improvements to highways and sustainable forms of transport
 - environmental improvements
 - provision of public open space and improving access to public open space
 - other community facilities including policing
 - other benefits sought as appropriate.
- 8.4 In accordance with Paragraph 204 of the NPPF, planning obligations should only be sought where they meet all of the following tests:
- necessary to make the development acceptable in planning terms;
 - directly related to the development; and
 - fairly and reasonably related in scale and kind to the development.
- 8.5 In considering planning obligations, we will take into account the range of benefits a development provides. It will also be important to ensure that the scale of obligations are carefully considered so they do not threaten the viability of development, in accordance with paragraph 173 of the NPPF.
- 8.6 The extent to which a development is publicly funded will also be taken into account and policy applied flexibly in such cases. Pooled contributions will be

used when the combined impact of a number of schemes creates the need for infrastructure or works, although such pooling will only take place within the restrictions of the Community Infrastructure Levy Regulations 2010.

- Respecting history of the site as location for skilled jobs,
- recognising the importance of affordable work spaces,
- taking a long-term approach to recognising the potential of this strategic employment location in the context of Crossrail 2 delivery, and not just the current users of Building 3.

Skills, Employment, Enterprise and Training

- 8.7 It is important, given the historical employment use, association with skilled trades and high tech industry, combined with the size of this site, that some employment activity is returned to the former NLBP site once redevelopment is complete. The opportunities for new commercial development should complement the Council's *Entrepreneurial Barnet* strategy. This supports the provision of the creation of new high quality, affordable, commercial space with lease arrangements that are viable for SMEs.
- 8.8 Development involving loss of employment space will be expected to mitigate the loss and make contributions to employment training. Calculations of such contributions will be made on a site by site basis in line with the Skills, Employment, Enterprise and Training SPD. Contributions will be retained for specific employment, skills, training and enterprise support and initiatives highlighted in the Economic Strategy (Entrepreneurial Barnet).
- 8.9 The scale of development also triggers a requirement to manage development related job opportunities the Council will use a Local Employment Agreement (LEA). A LEA sets out the skills, employment and training opportunities to be delivered from development and must include all employment opportunities generated by construction as well as the end use where the development creates more than 20 FTE (full time employee) jobs.
- 8.10 On all schemes where affordable homes are being built, the developer will be encouraged to employ trainees through the Notting Hill Housing Trust Construction Training Initiative, or a similar scheme. This will be set out in Further details are available at <http://www.nottinghillhousing.org.uk/about-us/work-for-us/construction-training>

Appendix 1 - Relevant National, Regional and Local Planning policy documents

Planning Issue	National Planning Policy Framework (NPPF)	London Plan Policy	Local Plan Policy
Accessibility	Protecting Sustainable Transport – paragraph 32	Policy 7.2: An inclusive environment	Policy DM 3: Accessibility and inclusive design
Employment	Delivering sustainable development - paragraph 22	Policy 4.1: Developing London's Economy Policy 4.2: Offices Policy 4.10: New and emerging economic sectors Policy 4.11: Encouraging a connected economy Policy 4.12: Improving opportunities for all	Policy DM14: New and existing employment space Policy CS 8: Promoting a strong and prosperous Barnet
Housing Delivery	Delivering a wide choice of high quality homes – paragraph 50	Policy 2.6: Outer London - Vision and strategy Policy 2.7: Outer London - economy Policy 2.8: Outer London - transport Policy 3.8: Housing Choice Policy 3.4: Optimising housing potential Policy 3.5: Quality and design of housing developments Policy 3.12: Negotiating affordable housing on individual private residential and mixed use schemes	Policy CS4: Providing quality homes and housing choice in Barnet. Policy DM08: Ensuring a variety of sizes of new homes to meet housing need.
Heritage and Landscape character	Conserving and enhancing the historic environment – paragraph 126	Policy 7.4: Local character Policy 7.8: Heritage assets and archaeology.	Policy CS5: Protecting and enhancing Barnet's character to create high quality places Policy DM06: Barnet's heritage and conservation
Education	Promoting healthy communities - paragraph 72	Policy 3.18: Education facilities	Policy DM14: Community and education uses
Environment and Biodiversity	Conserving and enhancing the natural environment – paragraph 109	Policy 2.18: Green Infrastructure – The multi – functional network of green and open spaces Policy 7.19: Biodiversity and access to nature Policy 7.21: Trees and woodlands	Policy CS7: Enhancing and protecting Barnet's open spaces Policy DM 15: Green Belt and open Spaces Policy DM 16: Biodiversity
Sports and recreation	Promoting healthy Communities - paragraph 73	Policy 3.6: Children and young people's play and infant recreation facilities Policy 3.19: Sports facilities	Policy CS7: Enhancing and protecting Barnet's open spaces Policy CS11: Improving health and well being in Barnet
Tall Buildings	Requiring good design – paragraph 56	Policy 7.7 Location and Design of tall buildings	Policy DM05: Tall Buildings

Appendix 2: NLBP site development history

