

GREATER LONDON AUTHORITY

██████████
(By email)

Our Ref: MGLA110520-1162

1 June 2020

Dear ██████████

Thank you for your request for information which the Greater London Authority (GLA) received on 7 May 2020.

Your request has been dealt with under the Environmental Information regulations (EIR) 2004.

You asked for:

Fairview Homes held one or more pre-application meetings with Greater London Authority Planning Officials regarding the Victoria Quarter development in Albert Road, New Barnet, EN4 9SH between January 2019 and March 2020.

Under the Freedom of Information Act please can you provide me with copies of the minutes of those meetings and copies of the guidance provided by the GLA to Fairview Homes regarding this specific development including, but not limited to, the density, height and proposed mix of dwelling sizes (number of bedrooms).

Our response to your request is as follows:

Please find attached the information the GLA holds within scope of your request.

Please note that some names of junior level GLA members of staff and third parties are exempt from disclosure under Regulation 13 (Personal information) of the EIR. This information could potentially identify specific employees and as such constitutes as personal data which is defined by Article 4(1) of the General Data Protection Regulation (GDPR) to mean any information relating to an identified or identifiable living individual.

It is considered that disclosure of this information would contravene the first data protection principle under Article 5(1) of GDPR which states that Personal data must be processed lawfully, fairly and in a transparent manner in relation to the data subject.

If you have any further questions relating to this matter, please contact me, quoting the reference at the top of this letter.

Yours sincerely


[REDACTED]

Information Governance Officer

If you are unhappy with the way the GLA has handled your request, you may complain using the GLA's FOI complaints and internal review procedure, available at:

<https://www.london.gov.uk/about-us/governance-and-spending/sharing-our-information/freedom-information>

GREATER LONDON AUTHORITY


Fairview New Homes
50 Lancaster Road
Enfield
Middlesex
EN2 0BY

Department: Planning
Your reference:
Our reference: GLA/5034/LB
Date: 12 November 2019

Dear 

Town & Country Planning Act 1990 (as amended); Greater London Authority Act 1999 & 2007; Town & Country Planning (Mayor of London) Order 2008


Site: Victoria Quarter
LPA: London Borough of Barnet
Our reference: GLA/5034

Further to the pre-planning application meeting held on 13 September 2019, I enclose a copy of the GLA's assessment which sets out our advice and matters which will need to be fully addressed before the application is submitted to the local planning authority.

The advice given by officers does not constitute a formal response or decision by the Mayor with regard to future planning applications. Any views or opinions expressed are without prejudice to the Mayor's formal consideration of the application.

Yours sincerely


John Finlayson
Head of Development Management

cc Andrew Dinsmore, London Assembly Constituency Member
Andrew Boff, Chair of London Assembly Planning Committee
National Planning Casework Unit, DCLG
 Tfl

5034 Victoria Quarter, New Barnet

in the London Borough of Barnet

The proposal

Residential led development up to 14 storeys comprising circa 700 homes and circa 615 sq.m. ground floor commercial space.

The applicant

The applicant is **Fairview New Homes** and the architect is **EPR Architects**.

Context

1 On 13 September 2019, a pre-planning application meeting was held at City Hall including the following attendees:

GLA Group:

- [REDACTED] Senior Strategic Planner, Case Officer
- [REDACTED] Team Leader, Planning
- [REDACTED] Urban Design Team Leader
- [REDACTED] Area Planner, TfL
- [REDACTED] Planning Assistant, GLA

LPA:

- [REDACTED] Case Officer – LB Barnet

Applicant:

- [REDACTED] Main Board Director - Fairview New Homes
- [REDACTED] Planning Director - Fairview New Homes
- [REDACTED] Design Director - Fairview New Homes
- [REDACTED] Senior Planner - Fairview New Homes
- [REDACTED] Architect - Fairview New Homes
- [REDACTED] Head of Acquisition and Planning – One Housing
- [REDACTED] Head of Pre-Construction – One Housing
- [REDACTED] Director – EPR Architects
- [REDACTED] Architect – EPR Architects

2 The advice given by officers does not constitute a formal response or decision by the Mayor with regard to future planning applications. Any views or opinions expressed are without prejudice to the Mayor’s formal consideration of the application.

Site description

3 Formerly the Albert Road Gas Works, the 3 hectare site is located between Victoria Recreation Ground and New Barnet town centre within the London Borough of Barnet. The site, owned by One Housing Group, has been remediated and cleared, and a basement excavated as per a previous planning consent. The site is bound by a gasworks site to the north, Victoria Recreation Ground to the east, Victoria Road to the south, and a 10 metre planted verge leading up to a railway line to the west.

4 The site is not located within a conservation area nor does it include any statutory or locally listed buildings. There are no conservation areas within the locality of the site, and the nearest heritage asset is the Grade II listed Baptist Church on Station Road to the south west of the site.

5 The site is in Zone 5, located within 10 minutes of New Barnet Station (Thameslink, Great Northern) and 30 minutes of High Barnet Station (Northern Line) and Cockfosters (Piccadilly Line). The site is also serviced by three bus stops. It has a PTAL rating of 2-3, where 1 is the lowest and 6b is the highest possible public transport accessibility level.

6 The site is located on the A110 East Barnet Road, which is part of the Strategic Road Network (SRN) and 5 kilometres north of the A406 North Circular Road, which is part of the Transport for London Road Network (TLRN). The closest station is New Barnet, served by Thameslink and Great Northern services. The closest London Underground (LU) stations are High Barnet served by the Northern line, 1.4km to the west, and Cockfosters served by the Piccadilly line, 1.6km to the east.

7 The nearest bus stops are on East Barnet Road 100 metres southeast and at new Barnet Station 100 metres south, providing access to 8 bus routes connecting to destinations including Chipping Barnet, Cockfosters and Whetstone. The site has a Public Transport Access Level (PTAL) of 3 on a scale of 0 to 6b, where 6b represents the highest level of connectivity.

Details of the proposal

8 The current proposal is a joint venture between Fairview New Homes and One Housing Group. The applicant is proposing a residential-led mixed use scheme with circa 650-700 residential units, ground floor commercial space, a landscaped public realm including a new public plaza, new pedestrian routes and underground car and cycle parking.

9 The proposed scheme would be referable to the Mayor under Categories 1A and 1C of the Schedule to the Order 2008:

- **Category 1A:** “Development which comprises or includes the provision of more than 150 houses, flats, or houses and flats.”

Category 1B: “Development outside Central London and with a total floorspace of more than 15,000 square metres”

- **Category 1C:** “Development which comprises or includes the erection of a building of (c) more than 30 metres high and is outside the City of London.”

Case history

10 Consent was granted in 2014 for an application put forward by Asda, former owners of the site, for 304 residential units, 116 sq m of retail floor space (A1/A2/A3/A4), 558 sq m of flexible commercial floor space, creation of a new public open space, alterations and additions to the existing highways arrangements, removal of an elevated footbridge, creation of new pedestrian routes, relocation of an existing sub-station, and provision of basement car parking (reference B/04834/14). Subsequently, additional land was acquired and two more applications were put forward in 2016 and 2017 to increase the number of residential units (reference 16/7601/FUL and 17/5522/FUL, respectively).

11 A basement has been built as part of the implementation of the above permissions. The proposed scheme retains and makes use of this existing basement.

Strategic planning issues and relevant policies and guidance

12 The following are relevant material considerations:

- The National Planning Policy Framework (updated February 2019);
- National Planning Practice Guidance;
- Draft London Plan – Consolidated Suggested Changes version (July 2019), which should be considered on the basis explained in the NPPF;
- The Barnet Local Plan (2012);
- In August 2017 the Mayor published his Affordable Housing and Viability SPG. This must now be read subject to the decision in R (McCarthy & Stone) v. Mayor of London.

13 The relevant strategic issues and corresponding policies are as follows:

- Opportunity Areas *London Plan;*
- Housing & affordable housing *London Plan; Housing SPG; Housing Strategy; Affordable Housing & Viability SPG; Shaping Neighbourhoods: Play and Informal Recreation SPG; Shaping Neighbourhoods: Character and Context SPG*
- Urban design *London Plan; Shaping Neighbourhoods: Character and Context, draft SPG; Housing SPG; London Housing Design Guide; Shaping Neighbourhoods: Play and Informal Recreation SPG*
- Inclusive access *London Plan; Accessible London: achieving an inclusive environment SPG;*
- Climate change *London Plan; Sustainable Design and Construction SPG; Mayor's Environment Strategy;*
- Transport *London Plan; the Mayor's Transport Strategy.*

14 For the purposes of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the development plan in force for the area comprises Barnet's Local Plan (2012), and the London Plan 2016 (Consolidated with Alterations since 2011).

Summary of meeting discussion

15 Following a presentation of the applicant's proposals for the site, meeting discussions covered strategic issues with respect to the principle of development; housing and affordable housing; urban design and transport. Advice with respect to all main strategic issues is therefore provided under the associated sections below.

Principle of development

16 London Plan Policy 3.3 and draft London Plan Policy H1 seek to increase the supply of housing in the capital. The proposed scheme would provide c. 700 homes, which equates to 30% of the annual monitoring target for Barnet of 2,349 set out in the current London Plan. The increase in the housing targets identified in the draft London Plan evidences the continued need for housing in the borough, with a 10 year plan target of 31,340 (it is noted that the Inspectors' Panel report recommends revising this target to 23,640).

17 The principle of residential development, and the intensification of the implemented residential scheme in this location is strongly supported in principle.

Affordable housing

18 London Plan Policies 3.11 and 3.12 and draft London Plan Policies H5 and H6 seek to maximise the delivery of affordable housing, setting a strategic target of 50% across London. Policy H7 provides a flexibly prescribed tenure mix of: 30% social rent / London Affordable Rent; 30% intermediate products; and 40% to be determined by the relevant local authority based on identified need. Hillingdon's tenure split policy requirement is 70% social rent and 30% intermediate by habitable room.

19 The draft London Plan and the Mayor's Affordable Housing and Viability Supplementary Planning Guidance seek to increase the provision of affordable housing in London and embed affordable housing into land prices. The SPG introduced a threshold approach to viability, which is incorporated within draft London Plan Policy H6; and schemes that provide 35% affordable housing by habitable room (50% on public and industrial land) without public subsidy and that meet other criteria, including tenure, are not required to submit viability information to the GLA. Such applications are also exempted from a late stage review mechanism; this is known as the Fast Track route.

20 The site was historically industrial land, where a 50% affordable housing threshold applies to follow the Fast Track Route. However, it is acknowledged that the site benefits from an implemented planning permission for residential development (without industrial land re-provision), with c.18% affordable housing. This is a material consideration, and in light of the fact that the revised scheme also seeks to significantly increase the level of affordable housing to beyond 35%, officers could in this instance consider the scheme under the Fast Track Route with a 35% threshold. The tenure split will need to comply with the Fast Track Route and Barnet's local requirements, as set out above.

21 The applicant has confirmed that they are targeting affordable housing provision of 35-50%. In order for the GLA's Fast Track Route to be followed, the required tenure split set out under draft Policy H7 will need to be provided and agreed with Barnet. The applicant

should specify rented and intermediate tenures, along with associated rent and affordability levels, as appropriate.

22 The affordability of the units must accord with the requirements of Policy H7 of the draft London Plan, the Mayor's Affordable Housing and Viability SPG and the London Plan Annual Monitoring Report. Details of the proposed social and intermediate rents must therefore be submitted, and the applicant should note that London Affordable Rent, London Living Rent and London Shared Ownership are the Mayor's preferred affordable housing products. With regard to the low cost rented units, the draft London Plan is clear that these should be substantially below the NPPF definition, and respond positively to the Mayor's benchmarks, for London Affordable Rent and traditional social rent levels. For the avoidance of doubt, rents at 80% of market rent are unacceptable. Potential service charges on LAR units should also be fully considered and subject to appropriate caps to ensure the overall affordability of the proposed low cost rent units. Shared ownership units should be available to households on a range of incomes below the maximum income threshold set out in the draft London Plan (£90,000 a year). Any intermediate rent units such as London Living Rent and Discount Market Rent units should be affordable on incomes up to £60,000 a year. In addition to this, annual housing costs (including service charges, rent and any interest payment) for any intermediate units should be no greater than 40% of net household income.

23 The applicant should investigate Mayoral grant funding opportunities as part of this process. If the application cannot be assessed under the Fast Track route, a financial viability assessment will be required.

24 In accordance with Policy H6 of the draft London Plan and the Mayor's SPG, the S106 agreement must include an early stage viability review mechanism to be triggered if an agreed level of progress on implementation has not been made within two years of any planning permission. Moreover, if the proposals cannot be assessed under the Fast Track Route, a late stage review will also be required and secured within the S106. A draft of the S106 agreement must be agreed with GLA officers during the course of the application; example clauses are provided within the SPG.

25 Barnet Council will be expected to publish any financial viability assessment, submitted to support a planning application, in accordance with the Mayor's Affordable Housing and Viability SPG. GLA officers will ensure that the assessment is made available, to ensure transparency of information.

Housing choice

26 London Plan Policy 3.8 and draft London Plan Policy H12 encourage a full range of housing choice. Policy H12 'Housing size mix' of the draft London Plan states that boroughs should not set prescriptive dwelling size mix requirements for market and intermediate homes; and for low cost rent, boroughs should provide guidance on the size of units required to ensure affordable housing meets identified needs. The details of the proposed split has not been submitted at this stage.

Children's play space

27 London Plan Policy 3.6 and draft London Plan Policy S4 'Play and informal recreation' seek to ensure that development proposals include suitable provision for play and recreation, and incorporate good-quality, accessible play provision for all ages. It must be ensured, in line with draft London Plan Policy S4, that play space is not segregated by tenure. Further detail is provided in the Mayor's Supplementary Planning Guidance 'Shaping Neighbourhoods: Play and Informal Recreation', together with a play space requirement calculator, available at: <https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/planning-guidance-and-practice-notes/play-and-informal>. Please note that the play space calculator available via this link has recently been updated, and the applicant should carry out play space calculations based on this updated version.

28 Any application should seek to meet the child play space requirements on site for children under 12 years old on site. Play space for 12+ years may be accommodated in identified suitable provision nearby provided that this form of provision addresses the needs of the development and can be provided nearby within safe and accessible walking distance. The Council should ensure that the applicant makes an appropriate contribution to this.

Urban design

29 The proposed development would provide a frame to the existing park, which will be a valuable asset to the scheme, and as such the proposals should complement the park setting. In this context, the proposed massing alongside the park boundary is supported. On the other frontage, the adjusted massing to complement the high street character of Victoria Road is also supported.

30 The scheme proposes a significant quantity of on-street parking which could conflict with the pedestrian priority landscape concept presented. This has the potential to be particularly problematic to the north of site, and the design and number of street car parking spaces should be reviewed. Any potential conflicts between vehicles and pedestrians across the scheme should be identified and mitigated, particularly at the main point of access from Victoria Road.

The central courtyard is restricted to private access, additional north-south pedestrian connections through should be considered, to enable more permeability through from the north of the site to the park and improve navigation through the site.

31 It is understood that the height of Block F is a concern for the borough, and to address this, there could be scope to redistribute the height within the scheme, e.g. by providing a taller building at the northern end of the site. This would act as a marker to draw people into the development, as well as providing some variation to the heights across the scheme. Overall, a variation in the height of the blocks would benefit the visual interest, townscape response, and light penetration into the scheme and should be further explored.

32 The public space around Block A has potential to be a successful piece of public realm. The relationship with the ground floor of Block A and accessibility/visibility from Victoria Park will be important considerations in the design development of the scheme.

33 The proposed building heights are acceptable in strategic terms, although further consideration should be given to height variations as explained above. There is concern that inadequate daylight and sunlight would reach the north-facing courtyard of Block B, and the single-aspect units facing into this courtyard, and the scheme should be designed to ensure that good levels of daylight and sunlight are achieved in amenity spaces and within the units. There should be no single aspect north facing units. Any single aspect units must be minimised, and the application should be supported by full assessment of these units in terms of light penetration, overheating, outlook and overall quality of the accommodation to make them acceptable.

Inclusive design

34 In line with London Plan Policy 3.8, the applicant has confirmed that 10% of units within the scheme would be fully wheelchair accessible homes (in line with building regulations M4(3)). The remaining 90% of the units proposed will need to be designed to meet building regulations M4(2) 'accessible and adaptable dwellings.' In accordance with London Plan Policy 6.13 and the Housing SPG, Blue Badge parking is proposed. The number of wheelchair accessible parking spaces provided should also be clearly set out in the application and should comply with London Plan standards (Table 6.2). In line with policy, the disabled parking should be provided at grade, within easy reach of the residential communal entrance for ease of access.

35 In line with Policy 7.2, all public spaces, buildings and facilities will need to be accessible to all, the details of which should be made clear within the application submission.

Fire safety

36 In the interests of fire safety and to ensure the safety of all building users, Policy D11 of the draft London Plan seeks to ensure that development proposals achieve the highest standards of fire safety. The applicant must provide a statement with the planning application that demonstrates that all features and materials would comply with Part B of the Building Regulations as part of the application process.

Climate change

Energy

37 The updated GLA Energy Assessment Guidance provides details on the information that should be provided within the energy assessment to be submitted at stage 1. See link for the latest guidance published in October 2018: <https://www.london.gov.uk/what-we-do/planning/planning-applications-and-decisions/pre-planning-application-meeting-service-0>

38 The following targets are in effect for all Stage 1 schemes received by the Mayor as set out in the guidance:

- Residential – Net zero carbon with at least an on-site 35% reduction in carbon emissions beyond Part L of 2013 Building Regulations.

- Non-residential – 35% reduction in carbon emissions beyond Part L of 2013 Building Regulations. The zero carbon target will apply to non-domestic developments when the new London Plan is adopted (expected in late 2019).

39 The carbon emission figures should be reported against a Part L 2013 baseline. Carbon emissions for domestic and non-domestic elements of the development should be presented separately.

40 From January 2019, and until central Government updates Part L with the latest carbon emission factors, applicants are encouraged to use the SAP 10 emission factors for referable applications when estimating CO2 emission performance against London Plan policies. A spreadsheet has been provided for this purpose and the applicant should submit this alongside their application. Applicants will still need to provide an assessment of CO2 performance using SAP 2012 emission factors to enable a comparison to be made. Applicants proposing to only use SAP 2012 emission factors will need to provide a justification for this.

41 Due to the proposed timing of their application (early 2020), the applicant may be required to meet the new London Plan requirements, which are expected to be adopted at a similar time to the application submission.

Be Lean demand reduction

42 The applicant should commit to meeting Part L 2013 by efficiency measures alone as a minimum for both domestic and non-domestic elements separately. Applicants should note the new draft London Plan Energy Efficiency targets which set out the GLA's expectation for levels of improvement achievable for new developments:

- Residential – 10% improvement on 2013 Building Regulations from energy efficiency
- Non-residential – 15% improvement on 2013 Building Regulations from energy efficiency

43 Sample SAP full calculation worksheets (both DER and TER sheets) and BRUKL sheets including efficiency measures alone should be provided to support the savings claimed.

44 Information on the development's total energy demand (MWh/year) for each building use and the total Part L Fabric Energy Efficiency Standard (FEES) should be reported.

Cooling and overheating

45 The domestic overheating checklist, included in the Energy Assessment Guidance, should be completed at pre-application stage and used to identify potential overheating risk and passive responses early in the design process.

46 Evidence should be provided on how the demand for cooling and the overheating risk will be minimised through passive design in line with the Cooling Hierarchy. Dynamic overheating modelling in line with CIBSE Guidance is required (TM59 and TM49 for residential and TM52 and TM49 for non-residential).

47 The area weighted average (MJ/m²) and total (MJ/year) cooling demand for the actual and notional building should be provided and the applicant should demonstrate that the actual building's cooling demand is lower than the notional.

Be Clean heating infrastructure

48 The applicant should investigate opportunities for connection to nearby existing or planned district heating (DH) networks. Evidence of communication with the relevant parties (i.e. stakeholders, local authority energy officers) should be provided.

49 The site should be served by a single energy centre and the applicant should commit to providing a site wide heating network where all buildings/uses on site will be connected; relevant drawings/schematics for the energy centre and the site-wide network should be provided.

50 The applicant should provide information confirming that the development is future proofed for connection to wider district networks now or in the future.

51 It should be noted that gas-engine CHP is not supported for small/medium developments.

Be Green renewable energy

52 The GLA expects all major development proposals to maximise on-site renewable energy generation. This is regardless of whether the 35% on-site target has already been met through earlier stages of the energy hierarchy.

53 Solar PV should be maximised. A plan showing the proposed location of the installation should be provided and the applicant should demonstrate that the roof's potential has been maximised for the installation.

Carbon offsetting

54 Applicants are expected to maximise carbon emission reductions on-site. Where it is clearly demonstrated that no further carbon savings can be achieved but the site still falls short of the carbon reduction targets, applicants are required to make a cash-in-lieu contribution to the relevant boroughs' carbon offset fund using the boroughs' carbon offset price.

55 Energy strategies should provide a calculation of the shortfall in carbon emissions and evidence of discussions with the borough agreeing the offsetting approach.

Monitoring

56 The energy strategy should include information on how the building's energy performance will be monitored post-construction to enable occupants to monitor and reduce their energy use.

Water

Flood risk

57 The site is greater than 1 hectare in area and located in Flood Zone 1 and, under the NPPF, a Flood Risk Assessment (FRA) will need to accompany the application.

58 Environment Agency mapping shows parts of the site to be at high risk of flooding from surface water. Other forms of flooding may also present a risk. The FRA should assess all sources of flood risk in relation to London Plan Policy 5.12 (and draft London Plan Policy SI.12).

59 Where the site is found to be at medium or high risk of flooding from at least one source, the FRA should also consider the need for flood resilience and emergency planning measures.

Sustainable drainage

60 The drainage strategy should aim to reduce surface water discharge from the site to greenfield rates in accordance with London Plan Policy 5.13 and draft London Plan Policy SI.13. This is particularly important given the surface water flood risk in the area. Where greenfield runoff rates are not feasible and robust justification is provided, a discharge rate of three times greenfield rate may be acceptable.

61 The drainage strategy should maximise opportunities to use Sustainable Drainage System (SuDS) measures at the top of the drainage hierarchy set out in London Plan Policy 5.13 and draft London Plan Policy SI.13. Roofs and new public realm areas present an opportunity to integrate SuDS such as green and blue roofs, tree pits, and permeable paving into the landscape, providing amenity and water quality benefits. The large area of the site presents many opportunities for above ground attenuation green infrastructure SUDS: raingardens, permeable pavement, and tree pits. In particular along the inner roads in the development.

62 As of April 2019, London's 33 Lead Local Flood Authorities (LLFAs) have introduced the London Sustainable Drainage Proforma. This proforma is required to accompany Sustainable Drainage strategies submitted with planning applications and forms part of planning application validation requirements. The proforma sets a clear standard for the information that should be provided in a Sustainable Drainage strategy for all development in London. The proforma is intended to ensure that key information is provided with the initial planning application, reducing the need to request additional information throughout the assessment process and preventing delays in approval. Applications should be accompanied by a completed proforma when submitted. The proformas for all Local Authorities can be found here (<https://www.london.gov.uk/what-we-do/environment/climate-change/surface-water/london-sustainable-drainage-proforma>) and on the relevant borough's websites. This initiative is supported by the Greater London Authority (GLA) and the London Drainage Engineers' Group (LoDEG).

Water efficiency

63 The residential components of the development should achieve a water consumption of less than 105l/person/day, in line with London Plan Policy 5.15 and draft London Plan Policy SI.5.

64 The non-residential components of the development should achieve the equivalent of an 'Excellent' rating on the water elements of BREEAM, in line with draft London Plan Policy SI.5.

65 Water reuse should be considered for inclusion in the development to meet both water efficiency and sustainable drainage requirements.

Urban greening

66 The applicant should explore opportunities to create green links to the local green network surrounding the site in accordance with draft New London Plan Policy G1.

67 The design process should embed urban greening as a fundamental element of site and building design, in line with London Plan Policy 5.10 and draft London Plan Policy G1 and G5. Features such as street trees, green roofs, green walls, rain gardens, wild flower meadows, woodland and hedgerows should all be considered for inclusion. The application should calculate its Urban Greening Factor, as set out in Policy G5 of the draft New London Plan, and aim to achieve the specified target.

68 Details of existing trees should be provided and, where possible, trees of value should be retained in accordance with draft London Plan Policy G7. Value can be derived from 'i-tree' or 'CAVAT', or another appropriate valuation system. Overall, there should be an increase in the number of trees on site. The following information should be provided: details of existing trees, trees to be removed and details of trees to be planted. Planting of trees with a large canopy is encouraged.

Transport

Transport assessment

69 The development should be supported by a transport assessment (TA) following the latest TfL guidance, including Healthy Streets, and an Active Travel Zone (ATZ) assessment. Cycle parking must be provided in accordance with the minimum standards set out in Policy T5 and Table 10.2 of the draft London Plan. The TA should demonstrate how the proposed development will deliver improvements that support the ten Healthy Streets Indicators in TfL guidance. All new streets should clearly prioritise people walking and cycling over cars and other vehicles.

Walking and cycling

70 The proposed layout, which creates pedestrian and cycle access to Victoria Park, is supported. These routes should be open 24 hours a day, be usable by all people whether

walking or cycling, and be designed to be fully accessible with step free access for disabled people and people who find walking difficult. The internal spine of green space and its north-south footpath should similarly be fully accessible to all people 24 hours a day. This should be open to people both walking and cycling.

71 The junction of East Barnet Road, Victoria Road and Albert Road West is expected to see a significant increase in demand. This is the primary route between the site and New Barnet town centre, and between the site and New Barnet station. This junction may need to be improved to enable people to walk and cycle through safely, and in turn to improve the walking and cycling route to New Barnet station.

Vehicular access

72 A vehicle survey should be carried out to clarify the nature of vehicles accessing the industrial land to the north of the site. The type of vehicles and frequency of access will in part shape the design of streets and junctions. The TA should robustly estimate the expected number of vehicle movements for all uses and show how the impact on vulnerable road users will be minimised.

73 Albert Road West is currently a one-way southbound street. It is expected that this street will see a significant increase in the number of people walking and cycling once the development is operational. It is recommended that vehicular access to this street is removed if possible so as to prioritise walking and cycling, and to ensure safety of vulnerable road users.

Cycle parking

74 The proposal to provide cycle parking in accordance with the minimum standards set out in the draft London Plan is strongly welcomed.

Car parking

75 The proposed car parking ratio is acceptable in principle. Given the proximity of the site to New Barnet station and the amenities and services of New Barnet town centre, new residents will be encouraged and enabled to live car free lifestyles.

76 Any surface car parking should be designed so as not to create a car-dominated environment. Car parking spaces (including disabled persons car parking) should be broken up by planting and trees, build-outs to make crossing the street easier, and other public realm enhancements such as places to sit and rest. It is strongly recommended that all non-disabled persons parking is removed from the surface and that all non-disabled persons parking is provided in the basement. This will help to enhance the public realm, making it appropriate for the proposed high-density development. Removing car parking (except for disabled persons parking) from the public realm is essential to ensure safety of vulnerable road users (particularly in streets where children are expected to play), to make streets easier to cross, and to create a public realm that welcomes people from all walks of life.

77 The two blocks to the very south of the site should be redesigned so that their internal courtyards are not dominated by car parking. The inclusion of parking within the courtyards

reduces residential amenity by taking up space that could be used for public realm, play areas or cycle parking, and could create noise that will reverberate inside the block.

Servicing

78 The internal servicing streets should not provide any on-street car parking. A Controlled Parking Zone should be implemented within the entire site and on nearby streets, working with Barnet Council to ensure there is no overspill parking to adjacent areas.

79 A Delivery and Servicing Plan covering all elements of the development as well as refuse collection is expected to be submitted. The DSP should include details such as the number of daily deliveries and expected vehicle size. The use of cargo cycles should be promoted as part of the DSP, including for delivery of groceries to residents. Consideration should be given to location of short stay cargo cycle parking for this purpose.

Conclusion

80 The proposed redevelopment of the site to provide a mixed use residential led development comprising 700 residential units and 615 sq.m. ground floor commercial floorspace is supported in principle subject to amendments addressing the issues set out in this report.

81 Issues relating to affordable housing; urban design; inclusive access; climate change; and transport must be addressed in order to make the proposals compliant with the London Plan and draft London Plan.

for further information, contact GLA Planning Unit:

Julietta McLoughlin, Chief Planner

██████████ ██████████@london.gov.uk

John Finlayson, Head of Development Management

██████████ ██████████@london.gov.uk

Alison Flight, Deputy Head of Development Management

██████████ ██████████@london.gov.uk

████████████████████ – **Development Management**

██████████ ██████████@london.gov.uk

██████████ **Senior Strategic Planner (case officer)**

██████████ ██████████@london.gov.uk

Victoria Quarter, New Barnet

in the London Borough of Barnet

Meeting Date: 13 September 2019

Meeting Time: 13:00-15:00

Location: City Hall, Fourth Floor, Room 4.6W

The proposal

Residential led development up to 14 storeys comprising circa 700 homes and circa 615 sq.m. ground floor commercial space.

The applicant

The applicant is **Fairview New Homes** and the architect is **EPR Architects**.

Context

On 2 July 2019, the GLA received a request for a pre-application meeting to discuss the above proposal.

Key issues for consideration and discussion at the meeting

Based on the material provided in advance of the meeting, the following strategic issues have been identified for discussion.

1. Introductions

2. Presentation of scheme by applicant

- Optimization over maximization
- Potential for ~700 homes and higher quantum of affordable (35-50% target)
- Park critical to design approach
- Work started on site (previous 305 scheme, constitutes implementation) stopped for now
- Sustainability targets to be achieved through:
 - Design, orientation, bldg. fabric, minimizing cars and promoting modal shift
 - Carbon reduction, connecting to energy networks
- Planning history
 - #1: 305 unit scheme original consent, implemented
 - #2: Acquisition of new land and redesigned scheme
 - #3: 371 homes (original scheme + additional)

- Change in ratio of car parking, car parking quantum hasn't risen as scheme has grown, friction as outer ldn borough around reducing car parking

3. Principle of development

- Context
 - Gasworks site to the north (req for 24/7 access)
 - Whole area owned by National Grid, site sold to developer
 - No HSE blast issues
 - White vans require regular access to remaining gas holders site
 - Site decommissioned prior to 2000
 - Remediation have taken place and site's been cleared
 - Basement dug and in situ
 - Far end existing elevated walkway that becomes an underpass under railway
 - Basement carpark is formed and therefore a material constraint
 - Culverted river runs through site
 - Culverted sewer passes through site
 - Significant elevation change – low in the park and rises 3m into the site
 - 3 ha site
 - 10m high planted verge/buffer up to railway
 - High mature tree line along eastern boundary between site and park
 - Aspiration to create stronger, more legible access to park
 - Principle issue – “finger scheme” had high proportion of north facing units
 -
- Existing land uses
- Proposed land uses

4. Urban design and heritage

- Height, scale, massing, relationship to existing and proposed townscape
 - South of the site – no change from previous scheme, changes in scale from highly residential context
 - Series of character areas, residential in nature
 - Attempt to maximise views to the park
 - Question about why heights are highest in the centre of the site rather than along the railway/western boundary – idea was to make outward facing rather than inward facing site
 - No north facing single aspect units
 - Heights and massing augmented following consultation and first pre-app
- Density and design scrutiny
- Routes, landscape and public realm
 - Entrance to scheme from south of site via street into “park plaza”
 - Pedestrian prioritised routes within landscape (still available for vehicular use)
 - Clear def between public and private amenity space
 - Northern edge of site is a hard boundary at the moment, but potentially could be integrated into a future development on the gasworks site
 - Potential to bring above grade path to ground level and under the rail line – Network rail are broadly supportive at this point
 - Street route (N/S) would be public access and rest of routes are private
 - Main thoroughfare open to public
 - Currently there is a railing between the park and site boundary, but aspiration to have that removed
 - Want to understand daylight and privacy implications for single aspect units

- Materials and architecture
 - Initial approach – 4 character areas: Pavilion, Courtyard, Gateway, Plaza
 - Phasing – frontage established early but entire scheme should come forward as one
 - Marker bldg. stronger vertical grid
 - Landscaping of park plaza will draw greenspace into development
 - Kiosk is coffee and carpark access – potential for bike café/access/workshop?
 - Courtyard
 - Pavilion
 - Informal character
 - “playful” with staggered balconies no strong vertical lines
 - Sense of movement
 - Introduce colour in a controlled way
 - Landscaping
 - Victoria road – planted buffer between retail offer and pedestrian space to street
 - Defensible space -> planted zone -> pedestrian way -> soft edge to park
 -
- Residential standards and quality (space standards, private amenity space, children’s play space, access to shared amenity space)
- Sunlight/daylight
 - Larger courtyards that receive sunlight will need to be accessible to all residents
- Additional height
 - Potential scope for extra height around the square/plaza
 - Townscape views would be helpful
 - Potential NW corner for added height?

Matt –

Massing strategy, routes are contextually informed

Basement parking is strongly supported

Improvement from initial scheme in terms of heights and massing

Interesting examples – Olympic park housing PRP / Bovis scheme with townhouse

typologies

Massing – encourage additional height to NW corner and along northern boundary b/c fewest constraints at that end of the site

5. Housing and affordable housing

- Approach to affordable housing
- Viability, eligibility criteria, early and late stage reviews and grant funding
- Housing and tenure mix

Range 650-700 units depending on building heights

No more than 8 units per core

	1B	2B	3B	Total
Units	189	345	125	659
Percentage	29%	52%	19%	100%

10% accessible units 41 at upper floors spread around buildings

70% dual aspect units

Will be a minimum 35% affordable housing regardless number of units (with grant funding)

Would qualify to fast track route if affordable housing offer agreed upon unconditionally

Affordable rent and shared ownership pepper potted

Must ensure affordable isn't segregated/lumped in one area

All play space must be accessible to all

Tenures: London affordable rent and shared ownership mix

- Need to look at affordable threshold (range below 90k)
- Min 30% low cost rent (London affordable rent)
- Must also be Barnet compliant 60/40 affordable rent

Principle for residential development is supported and welcomed

350 sq m commercial

150 sq m of community use

6. Transport

- Approach to Transport Assessment
- Road network impacts and mitigation
- Car parking standards- blue badge spaces
- Cycle and pedestrian access

Cycle store adjacent to entrances

Dedicated cycle ramp for basement cycle storage

Draft London Plan compliant quantum

Question as to provision of loading bays for servicing and deliveries

404 parking spaces (60% parking ratio); 82 at grade and 322 in basement; most surface parking is accessible

Concern about public using refuse + emergency access roads along park for unsanctioned/unintended park parking – need some form of bollard or barrier

Site benefits from good context

General layout good with few tweaks

Central spine through the site courtyard (and access) might not be draft London Plan compliant

LCDS – ensuring quality of cycle parking is good and usable not just plentiful

Happy with car parking ratio

TfL might be supportive of controlled parking zone in the area if overspill parking is a concern

Disabled parking needs to be provided as per draft London Plan standards

Need to ensure that the transition of parking ramp to street is safe and usable

Auburd street west and roundabout might become quite busy – existing commercial activity

along that street – need to think strongly about how that street is treated especially whether it remains open to vehicular traffic (possible safety issue with addition of many pedestrians)

Movement into industrial area vital and impact of HGV movement – need info

Courtyard surface car parking – need to ensure it is not a car dominated space through surface treatments

Need to think about accessibility between disabled parking and their homes

7. Climate change

- Energy strategy

- Air quality
- Urban greening

No CHP

Comments will be forthcoming

8. Flood risk, drainage and water

No flood risk issues

9. Position of the LPA

- Site is self-contained and can accommodate some height which could breach Barnet tall building perspective if there is a benefit in term of affordable housing provision, family friendly unit mix and high-quality public realm
- Comfortable with revised scheme and to move forward with tall buildings provided there is a convincing argument for public good, sensibly placed on site, design quality
- Density-wise is it over threshold of design scrutiny?

10. Next steps

- Timing of submission
- Further meetings

Public consultation Nov

Submission end of year/early next year

Hoping submission will go quite quickly because of pre-app efforts

One phase approach – no stop/start, incentive to deliver affordable housing early

Attending

GLA Group:	[REDACTED] [REDACTED] [REDACTED] [REDACTED]	Senior Strategic Planner, case officer Team Leader Urban Design Team Leader Area Planner, TfL
Applicant:	[REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED]	Main Board Director - Fairview New Homes Planning Director - Fairview New Homes Design Director - Fairview New Homes Senior Planner - Fairview New Homes Architect - Fairview New Homes Head of Acquisition and Planning – One Housing Head of Pre-Construction – One Housing Director – EPR Architects Architect – EPR Architects
LPA:	[REDACTED] [REDACTED]	Case Officer – LB Barnet Urban Design officer – LB Barnet

for further information, contact GLA Planning Unit (Development & Projects Team):

[REDACTED], **Senior Strategic Planner, case officer**

[REDACTED] [REDACTED]@london.gov.uk

GLA pre-application 'in principle' meeting

27 February 2019

Victoria Quarter

in the London Borough of Barnet

The proposal

Residential redevelopment to deliver 650-700 new homes.

The applicant

The applicant is **Fairview New Homes and One Housing Group**.

Meeting attendees

GLA

- John Finlayson, Head of Development Management
- [REDACTED], Team Leader

Applicant team

- [REDACTED]
- [REDACTED]
- [REDACTED]

Summary of meeting discussions

The advice given by officers does not constitute a formal response or decision by the Mayor with regard to future planning applications. Any views or opinions expressed are without prejudice to the Mayor's formal consideration of the application.

Scheme overview:

- 1 The site is vacant though was previously the Albert Road Gasworks. Extant planning Permission for the redevelopment of the Victoria Quarter Area was granted on the 1st May 2015 (LPA Ref: B/04834/14). Resolution to grant planning permission for the Gateway Phase of the Victoria Quarter redevelopment was granted on the 26th July 2017 (LPA Ref:16/7601/FUL) and this was followed by a further resolution (referred to as Block J permission) granted 14 December 2017. This results in a combined 371 new homes and 623sqm of non-residential floorspace being approved across the Victoria Quarter Redevelopment Area.
- 2 It is understood that Fairview New Homes has been selected as the preferred development partner with One Housing Group and looking to build upon the extant planning permission and subsequent resolutions to further optimise the sites development potential.

Key comments and considerations raised by the GLA:

- 3 Noting the extant permission, as well as the aspirations to optimise the delivery of housing and affordable housing, the principle of high quality high density residential-led

mixed use redevelopment of this site would be strongly supported in strategic planning terms.

- 4 Such an approach would increase housing supply and support sustainable suburban intensification, in accordance with the broad objectives of the Mayor's draft London Plan.
- 5 As discussed at the meeting, the extant permission delivers 18% affordable housing by habitable room. Fairview Homes are one of the Mayor's strategic delivery partners and have accessed to programme grant funding. It was advised the applicant is looking to deliver 40% affordable housing by habitable room utilising grant funding. This is strongly supported and would likely meet the Fast Track Route (subject to details of tenure and affordability and an early review mechanism). The applicant is encouraged to explore massing options that would enable the delivery of an even greater quantum of affordable housing (noting the Mayor's strategic target of 50% of all homes to be affordable).
- 6 In the event that the proposed affordable housing offer would not meet the relevant Fast Track parameters, a full viability assessment would need to be submitted in support of the future application, and early and late stage reviews would need to be secured as part of any subsequent planning permission.
- 7 Given the high-density nature of the scheme, it must be of a high-quality design that meets all housing standards as set out in the draft London Plan and Housing SPG.
- 8 The applicant is encouraged to reduce car parking on the site as much as possible. GLA officers note that recent schemes in Barnet have been approved at a 0.5 per unit ratio. Officers encourage the applicant to explore with Barnet officers as to whether a lower spaces per unit ratio would be acceptable to Barnet's planning committee given the sites accessible location.
- 9 The applicant is strongly encouraged to seek a full GLA pre-app meeting at an appropriate time prior to the submission of any related application, so that the full range of potential strategic issues may be scoped out and discussed. GLA officers would welcome the attendance of Barnet Council planning officers at the GLA pre-app meeting.

for further information, contact GLA Planning Unit (Development & Projects Team):

Juliemma McLoughlin, Chief Planner

██████████ @london.gov.uk

John Finlayson, Head of Development Management

██████████ @london.gov.uk

██████████, **Team Leader Development Management**

██████████ @london.gov.uk
