

Land at Honeypot Lane Stanmore

Development Brief

1 Introduction

- 1.1 This Brief concerns the future use and development of the former Government Office site in Honeypot Lane, Stanmore. Covering 6.5 hectares, in a sustainable location well served by road and rail, the site represents a major development opportunity and offers considerable scope to achieve a very high quality scheme meeting a range of land use objectives. Much of the site is vacant and cleared of buildings, though part continues to be occupied by the DVLA's local Vehicle Registration Office. It is understood, however, that this is likely to cease operation in the near future enabling the whole site to be brought forward for development on a phased basis. The brief sets out a comprehensive development framework with the aim of maximising the potential of the site and ensuring that future proposals are better integrated with the surrounding area.

The brief was subject to public consultation over a 6 week period in August/September 2004 and has been modified to take account of comments received.

2 Purpose of the Brief

- To establish parameters for the development of the former Government Offices at Honeypot Lane, and a policy framework in which the scale and form of development and the mix of preferred land uses can be agreed.
- To assist prospective developers in preparing proposals for the site, or for different parts of the site, within an integrated and comprehensive framework.
- To promote a major development opportunity, capable of achieving a number of Council objectives and delivering a high quality and sustainable development of considerable local significance.
- As a strategic employment site a scheme for this site should make a significant employment contribution to the Borough.

3 The Site and Surroundings

- 3.1 The site is located on the east side of the dual carriageway Honeypot Lane, just south of the junction with Whitchurch Lane, mid way between Stanmore District Centre some 1.5 km to the north and Queensbury Local Centre to the south. (Figure 1). Canons Park station (London Underground) lies just beyond the north-east boundary, and is served by the Jubilee Line. The site has good links to the M1, A5 and A412 within about 3km.

- 3.2 The site comprises two separate land use parcels. The bulk of the site, covering 4.1ha, is vacant but was formerly occupied by single storey Government offices in a compact, dense layout. A further 2.4ha of land immediately north of the cleared site continues to be occupied for Government related business use by the Vehicle Registration Office, accommodated in a series of system buildings. The brief includes both areas of land, and any proposals for development should demonstrate how the two areas could be developed within an integrated and comprehensive framework. Vehicle access is provided from Honeypot Lane and there is a controlled footpath, owned by Transport for London, on the north east corner of the site providing a pedestrian link to Whitchurch Lane, opposite Canons Park station.
- 3.3 Two storey warehouse/industrial buildings, partly on elevated ground, are located to the south, and residential property, fronting Whitchurch Lane about the northern boundary of the site. The surrounding residential area comprises mainly two storey semi detached and detached housing, much of it built in the 1920's and '30's, and several more modern blocks of 3 storey flats. The Edgware Brook forms the western boundary, beyond which is a wooded strip adjacent to Honeypot Lane and a small residential development off Bramble Close. The embankment to the Jubilee Line runs along the full length of the eastern site boundary. The whole site slopes gently from north to south and from west to east. Designated Sites of Nature Conservation Importance adjoin either side of the site.

4 Site History

- 4.1 Outline planning permission was granted in June 2000 for an affordable housing scheme of some 1.2 ha on the eastern part of the site, as part of a linked set of proposals that included the development of land at Brockley Hill Stanmore for residential use, and the development of some 2.87 ha of land at the western part of the Honeypot Lane site for a major, large scale cultural and community facility. The applications indicated that vehicular access to the affordable housing site would be provided as part of the development of the proposed cultural centre. Land forming the affordable housing site has now been transferred to Acton Housing Association.
- 4.2 In April 2003, permission was granted to allow submission of the affordable housing reserved matters by June 2005. An application to extend the period of time to submit details of the proposed cultural centre was refused, and subsequently dismissed on appeal. That consent has therefore lapsed.
- 4.3 Chesterton plc were commissioned by the Council in June 2002 to produce a study of the supply and demand of employment land and premises in Harrow. With regard to the Honeypot Lane site the study concluded that:

“...the site represents the largest opportunity for additional industrial space in the borough.... Benefiting from dual carriageway links(A4140) and within reasonable proximity of the A5 and A41 the cleared site lends itself favourably to a larger scale development and may attract interest from a

wide range of users from a more national base which may include headquarter type manufacturing/distribution facilities, bespoke distribution facility serving not only the local populace but also the more regional base including north and west London. There is a shortage of large site available within the M25 ring which may accommodate large scale bespoke facilities, consequently there is likely to be a high level of developer interest in this site. The vacant site at the entrance to Parr Road would make a suitable additional point or enable a wider access point to be created...the site is also "ready to go" subject to planning permission".

- 4.4 The Chesterton report highlighted the strong demand for industrial premises in the Borough particularly for business start-ups, set against a background of very strong local entrepreneurial activity. It noted the shortage of good quality industrial land, and the limited stock of premises, which helps to keep rental values and investment yields buoyant. The study concluded that more industrial floorspace needs to be developed in the Borough.
- 4.5 Cabinet in October 2003 noted the findings of the Chesterton report and agreed, amongst other things, that a Master Plan/Area Action Plan should be prepared for the Honeypot Lane area.

5 Planning Policy Considerations

5.1 National Planning Guidance

PPG1: General Policy and Principles: emphasises the importance of the planning system in achieving sustainable development and the value of mixed use development in helping to create vitality and diversity and reduce the need to travel. Development which generates large numbers of trips should be concentrated in places well served by public transport. The use of previously developed land is preferred, before considering the development of greenfield sites, provided that it creates or maintains a good living environment.

PPG3: Housing: seeks to provide wider housing opportunity and choice and a better mix in the size, type and location of housing. Priority is given to the re use of previously developed land and to sustainable patterns of development by improving the links between housing, jobs, local services and amenities, and by planning for mixed use. Inefficient use of land should be avoided by ensuring that housing development achieves a density of between 30 and 50 dwellings per hectare. In designing the layout of new residential development, the needs of people should be placed before the ease of traffic movement. **Draft revised PPG3: Supporting the delivery of new housing** – proposes to add a new policy to PPG3 to require the use of commercial or industrial land for housing unless a convincing case for retention can be made, preferably through an up to date review of employment land.

PPG4: Industrial and Commercial Development and Small Firms: requires local planning authorities to ensure that there is sufficient land available which is capable of industrial and commercial development and well served by

infrastructure. There should be a variety and choice of sites available to meet different needs and facilitate competition between developers.

PPG13: Transport: seeks to reduce the need for travel, especially by car, and create a genuine choice of travel modes. This can be achieved by focussing major generators of travel demand, and higher densities of development, particularly housing, at points of high public transport accessibility. Local facilities should be located where they can easily be reached by foot or cycle.

PPS 22: Renewable Energy: requires Local Planning Authorities and developers to consider the opportunity to incorporate renewable energy projects in all new developments. These should be located and designed in such a way to minimise any increase in ambient noise levels and possible impacts of odour. It further acknowledges that the landscape and visual effects of particular renewable energy developments will vary on a case by case basis, and that some of these effects may be minimised through appropriate siting, design and landscape schemes.

PPS 23: Planning and Pollution Control: advises that any consideration of the quality of land, air or water and the potential impacts arising from development is capable of being a material planning consideration. In considering proposals for development Local Planning Authorities should take account of the risks from pollution and land contamination and how these can be managed or reduced. It recognises, however, that the planning and pollution control systems are separate but complementary. The planning system should therefore focus on whether proposed development is an acceptable use of land, rather than the control of processes or emissions themselves, which are covered by a different regime.

PPG25: Development and Flood Risk: emphasises the need for a precautionary principle to flood issues using a risk based approach. Inappropriate development on undeveloped and undefended flood plains should be avoided and developers should fund the provision and maintenance of flood defences and warning measures that are required because of development. In particular, sustainable drainage systems should be used to control surface water run-off as near to the source as possible.

5.2 The London Plan

The site is identified as a Strategic Employment Location (SEL) in the London Plan, part of the Stanmore Industrial Business Park. These are areas for businesses requiring a high quality environment. Policy 3B.5 states that the Mayor, with strategic partners, will promote and manage the varied industrial offer of the SEL's as London's strategic reservoir of industrial capacity. Boroughs are required to identify SEL's in UDP's, and to develop policies for employment sites outside SEL's having regard to, amongst other things, the release of surplus land for other uses in order to achieve the efficient use of land in the light of strategic and local assessments of industrial demand.

Complementing the Mayor's employment objectives, the London Plan includes a range of policies to increase the supply of housing in London and address, in particular, the need for affordable housing. In setting local targets, Boroughs are advised to take account of regional and local assessments of need, and the Mayor's strategic target that 50% of all additional housing should be affordable. In negotiating on individual private and mixed use schemes, Boroughs should seek the maximum reasonable amount of affordable housing.

5.3 Harlow Unitary Development Plan (UDP)

The former Government Offices site is included in the 2004 Harlow UDP as Proposal Site 33 for:

"Comprehensive development for B1/B2/B8 use or business/residential"

The Proposal Sites schedule indicates the following development objectives and constraints:

"The site occupies a prominent location to the east of Honeypot Lane and forms part of the Stanmore Industrial Business Park. It is the largest vacant industrial site in the Borough and has considerable potential to be developed for business, industrial or warehousing use.

Planning permission was granted in June 2000 for an affordable housing scheme of some 1.2 hectares on the eastern part of the site. An element of residential use, including work/live units, would therefore be acceptable, as part of the comprehensive development of the whole site, principally for employment use. This form of development would require employment-related activities immediately adjacent to any residential use, to be restricted to B1 use to safeguard the residential component of the scheme.

In order to improve public transport accessibility, the footpath link in the north east corner of the site to Canons Park station would need to be maintained and enhanced in any future development. Particular attention would also have to be paid to the eastern and western boundaries of the site to protect the nature conservation interest of adjacent land."

The Proposal Site and land to the north and south is allocated on the Proposals Map for Industrial and Business Use.

An objection to the Proposal Site designation – that B1/B2/B8 would be unacceptable and that the site should be re-designated as residential, with live/work units and single storey offices to form an urban telecentre – was considered at the UDP Inquiry in February 2003. The Inspector noted that the Council's intentions for the site could well include some live/work units, and, whilst there may be some doubt about the affordable housing provision, B1 uses could, by definition, co-exist with a residential neighbour. He recognised that other policies in the Plan could be relied on to regulate further development proposals for the site and, in the circumstances, did not consider that the UDP designation was misplaced or inappropriate. He recommended no modification to the Plan.

5.4 Other UDP Policies

- S1: seeks to secure a form and pattern of development that accords with the principles of sustainable development
- EM15: resists the loss of land and buildings within identified sites from business, general industrial or warehousing use, including the former Government Offices in Honeypot Lane, and land at Parr Road/Garland Road, and Honeypot Lane/Dalston Gardens (all of which form part of the Stanmore Industrial Business Park as defined by the GLA)
- EP12/EP13: state that development within floodplains will not normally be permitted and that appropriate attenuation measures should be incorporated in all development generating surface water run-off.
- EM23: sets out a range of criteria against which applications for B1, B2 and B8 development will be considered.
- EP28: seeks to conserve and enhance biodiversity by, amongst other things, resisting development that would have an adverse impact on sites of nature conservation importance
- D4/D5/D6: promote a design-led approach to development and require a high standard of design and layout in all new development. They set out those factors that will be taken into account by the Council when considering planning applications, including specific guidance on residential development and design in employment areas
- H5: sets a minimum residential density in all new development of 150 habitable rooms per hectare
- H6: seeks to maximise the amount of affordable housing on sites over 0.5ha or developments of 15 or more units
- T7: requires that all development should be designed so that there is safe, easy access for all to, from and within the site.
- T13 & Schedule 6: sets maximum parking standards and the factors to be considered in deciding the appropriate level of provision in new development.

5.5 UDP Strategic Objectives

The UDP sets out ten Strategic Objectives, several of which have a particular bearing in the development potential of the site including the following:

- to support and enable a more sustainable pattern of land use in the Borough
- to protect and enhance the natural and built environment
- to provide all new build homes on previously developed land with all homes (including affordable housing) built to a good quality
- to promote economic development and facilitate a balanced economy and help contribute to the provision of a range of jobs and training opportunities

In seeking to secure appropriate economic development, the UDP notes the significant presence of the manufacturing sector in Harrow and the vital need to retain land in business and industrial use. It goes on to state that the aim is to create a balanced economy, with a variety of different jobs suiting a range of skills, and also to increase the range and number of jobs available.

6 Site Constraints

The main site constraints are indicated on Figure 2, as follows:

Flood Risk

The Edgware Brook runs along the western boundary of the site and its 1 in 100 year floodplain extends into the site to a maximum depth of some 140m. The Environment Agency is likely to object to development that falls within the floodplain, unless proposals are supported by an appropriate Flood Risk Assessment (FRA) which addresses and satisfies the Agency's concerns. A surface water flood risk assessment should also be undertaken and drainage proposals will be required to satisfy the following criteria:

- a) surface water discharges from the site should not exceed the existing greenfield run-off rate; and
- b) the drainage system must be able to accommodate the worst case 1 in 100 year storm event without the flow balancing system being bypassed.

A variety of solutions for the control of surface water run-off are available including conventional attenuation storage (tanks or excavated areas) and more sustainable urban drainage techniques such as permeable pavements, grassed swales, infiltration trenches and ponds.

Development proposals should ensure that an 8m buffer strip is maintained adjacent to the Edgware Brook, measured from the top of the bank, in order to retain access to the watercourse by the Agency. The buffer strip should be kept free from any permanent development, including fences and other obstructions, and any planting within this area should comprise solely of locally native species.

Developers are strongly advised to discuss these matters with the Environment Agency and will be required to submit appropriate risk assessments with any planning application.

Access

The existing access to Honeypot Lane is inadequate and will need to be widened to accommodate suitable footways into the site. Part of Stanmore Common is almost adjacent to the existing access. The widening must take account of that constraint as well as ownership of any land proposed as public highway between Honeypot Lane and the site boundary. Further detail is included in para. 7.4.1 below.

Nature Conservation

The Edgware Brook and immediately adjacent land, together with the embankment to the Jubilee Line forming the eastern boundary of the site, are

designated as Sites of Nature Conservation Importance in the HUDP and development will need to ensure that their specific nature conservation value is maintained and enhanced.

Adjoining Uses

Housing to Whitchurch Lane backs onto the site along the full length of the northern boundary and development in this area must maintain the amenity of existing residential properties. Industrial and warehousing buildings form the southern boundary of the site, part of the Parr Road/Garland Road Industrial Estate, and present potential problems of noise, disturbance and poor outlook, which should be taken into account in any future layout.

7 Development parameters

The Council's overall objective is to secure an attractive and exemplar mixed use development which makes full and effective use of this significant site, contributes positively to the character and appearance of the area, and achieves an appropriate balance between the employment, housing and environmental objectives of the UDP.

7.1 Preferred Land uses

7.1.1 Proposals for the comprehensive development of the site should demonstrate how the employment objectives of the UDP and the London Plan have been addressed. As well as seeking to increase the number and range of jobs, the Council favours job provision that matches the skills of the local workforce or incorporates training for new skills. Within the context of a mixed use proposal, it will be necessary to show, as a minimum requirement, how the current level of employment on the occupied part of the site can be maintained, and how the potential levels of employment and training places from the vacant area (excluding the land with permission for affordable housing) can be achieved. The exact level will be dependent upon the nature and quality of employment created. In addition at least 1.2 ha of land should be allocated for affordable housing, taking account of the outstanding planning permission described in para. 4.1 above.

7.1.2 These minimum requirements could be achieved in one of two ways:

Option 1: As part of a development mainly for B1, B2 or B8 use, in accordance with the site's UDP designation and Strategic Employment location. This could take several forms from modern, flexible and high quality B1 space, to general manufacturing, to a large-scale bespoke distribution facility serving national requirements.

Option 2 : Within a mixed use scheme for residential and industrial/business use, taking account of the size of the site, its sustainable location and recent planning history. This form of development, rather than a single use scheme, would be more consistent with the Government's sustainable development objectives and emerging plans to increase the recent rate of house building. All

proposals must make a substantial contribution to employment opportunities in the Borough, with an emphasis on increasing the amount of start-up and move-on space. However, the precise scale and mix of uses, and the residential content in particular, will be determined by the need to safeguard the amenities of residential property along the lengthy northern boundary of the site, limitations on the vehicular access from Honeypot Lane, and the need to create a high quality residential environment for future occupants.

7.1.3 Employment generating development provides a particular opportunity to address the acute shortage of start up units (30m² - 50m²) in sufficient number to create a critical mass offering visible choice, and move-on space (250m²-1000m²) to meet the essential expansion needs of growing firms. An on-site facility offering business advice and services to small firms would complement these activities.

7.1.4 At least 50% of any additional residential development, above existing commitments, should be affordable. The Council's preference will be to maximise the amount of social rented housing, in accordance with local priorities and in the target proportion of 35% social rent to 15% intermediate housing. The intermediate housing could be either shared ownership or intermediate rent or another form of low cost housing that would meet the needs of, for example, key workers. In seeking to agree the precise level and form of affordable housing provision with developers, the Council will take account of site costs and the economic viability of specific proposals. 10% of all new social rented dwellings should be built to wheelchair standards and the remainder should be built as "Lifetime Homes".

7.2 Design and layout

7.2.1. Although the current affordable housing scheme is located towards the eastern part of the site, comprehensive development will allow an alternative and more appropriate layout, which better integrates new housing with the adjoining residential area and any new business uses with the established industrial estates to the south.

7.2.2 The surrounding land uses suggest a site layout that concentrates employment activities to the south of the site and new housing to the north. A landscaped buffer between the two would protect the amenities of existing and future residents and minimise the environmental impact of new employment development. Provided that a suitable distribution of uses is achieved, no objection would be raised in principle to this form of layout. A mixed-use scheme over the majority of the site, however, offers the potential to integrate housing and employment uses in a more flexible layout that does not rely on a rigid zoning pattern and achieves the key characteristics an "urban village" as described in PPG1. Care will need to be taken to ensure that uses are compatible and laid out in a way that secures a high quality residential environment. Employment uses sited close to housing, or which can only be serviced from the shared Honeypot Lane access, should be for B1/D1 use only. They should be of a scale and character consistent with a residential

environment, in high quality buildings and well-landscaped settings. Work/live accommodation would also be suitable in those parts of the site developed principally for residential use. Any general industrial or distribution uses provided as part of a mixed use scheme are only likely to be acceptable if they can be accessed from Parr Road forming a natural extension to the Business Park to the south. Any revised access arrangement from Parr Road would need to be negotiated between existing industrial owner/occupiers and a future developer.

7.2.3 The site layout should encourage pedestrian movement and minimise the distance on foot to other local facilities and public transport, and between new housing and business uses. All proposals should take full account of relevant UDP policies and Supplementary Planning Guidance on the Design of New Development.

7.2.4 The amount of land available for housing is large enough to divide the site into separate parcels and provide the opportunity to create developments of distinctive character, and a diversity of styles by giving each area a sense of place with its own individual identity. Where possible traditional patterns of development, of streets, blocks and open space, should be created to contribute to a high quality environment. Within this framework, however, there is scope for a range of design and architectural solutions, though development along the northern and western boundaries should broadly respect the predominant built form in the surrounding area.

7.2.5 Development will be expected to take account of sustainable design and construction principles and maximise energy efficiency. Particular attention should be paid to reducing energy and resource consumption through layout, orientation, siting of windows, the use of materials, insulation, air movement, solar access and building construction.

7.2.6 Crime prevention should be integral to the initial design process. Buildings should be orientated to provide natural surveillance of the surrounding area, reducing opportunities for crime, and ensure a clear demarcation between public and private space. Roads, footpaths and cycle tracks should be well lit and direct, with good visibility, and long blank walls and blind alleyways should be avoided. There should be no unobserved access to the rear of buildings. Landscaping should also be used positively to provide physical barriers to insecure boundaries.

7.3 Residential mix and density

7.3.1 In accordance with the UDP, the Council will seek to maximise the housing contribution on those parts of the site developed for residential use, provided that the form and layout of building secures the highest quality environment consistent with the design objectives of the brief. A range of dwelling types should be provided to maximise the choice of accommodation and there should be a balance between smaller and larger homes, and a mix of houses and flats, to reflect the Borough's housing requirements. Lower density development along the northern boundary of the site will be favoured, and should be of a height and

form that respects the established scale and pattern of housing in the area. The treatment of the area around the main entry point to the site in Honeypot Lane is particularly important given its visual prominence and expected level of use. The aim here should be to create a form of development that has regard to local character and helps to integrate the site with the surrounding area, but which can also act as a “gateway”, setting the overall context for development. However, a more intense built form, with taller buildings and higher densities, will be acceptable towards the less visually sensitive southern and eastern parts of the site. Any development close to the railway embankment must ensure that the nature conservation value of this area is maintained. A landscaped buffer between the built form and the embankment should be considered.

7.3.2 The target mix for the affordable social rented housing will be:

1 bed	7%
2 bed	48%
3 bed	23%
4 bed	17%
5+bed	5%

The Intermediate housing should reflect the needs of key workers and other local people in housing need who are unable to afford market housing and should be affordable to people with household incomes in the range £16,000 - £35,000.

7.3.3 All new housing should provide sufficient usable amenity space for residents and there should be a clear definition between private amenity space and public space. Wherever possible, amenity space should be located to the rear of the property. Blocks of flats, in addition, require “visual” amenity space in the form a landscaped setting. In view of the size of the site, however, it is not anticipated that other forms of amenity space such as balconies, roof gardens or internal communal area should be used as an alternative to open, external landscaped areas.

7.3.4 Development close to the northern boundary of the site must ensure the privacy of existing residential properties fronting Whitchurch Lane, with adequate space between existing housing and new development to maintain privacy and avoid overlooking.

7.3.5 Parking provision should take account of the site’s relatively good access to public transport, and encourage travel by non-car modes. It should not exceed the maximum standards set out in the UDP. Parking areas should be located where they are not visually intrusive but are convenient and safe.

7.4 Access and Movement

7.4.1 Vehicular

The existing vehicular access from Honeypot Lane should be retained, but will need to be widened to facilitate pedestrian footway provision into the site which currently does not exist. A maximum widening of 2m to 3m is envisaged. The junction with Honeypot Lane itself should be redesigned with either a revised

priority junction or signalised installation. The final option will be determined on the basis of a comprehensive traffic impact assessment (TIA), taking account of traffic conditions within the area. The TIA should assess the predicated impact of the transportation demands of development on the existing local infrastructure and include measures to mitigate any adverse effects. Detailed access arrangements, including, if necessary, provision for a second point of access, and vehicle movement around the site, will depend on the scale and phasing of development and the number of residential units proposed:

- less than 100 dwellings - a single access from Honeypot Lane will suffice;
- 100-300 dwellings - provision of a second access is recommended. If this cannot be secured then the internal road layout should form a circuit and there should be the shortest practical connection between the circuit and the single point of access;
- 300 plus dwellings - specific measures to maintain access must be considered to ensure that access is maintained where a second access cannot be provided. This may take the form of a wider access road provision into the site.

Developers will need to demonstrate how emergency access can be achieved in the event that the site continues to be served from a single point of access.

7.4.2 Pedestrian

The design and location of pedestrian circulation routes within the site is of major importance and will help to ensure that pedestrian/vehicular conflict is minimised. Proposals should incorporate a series of pedestrian routes providing access within the site and to the surrounding area. Key routes are indicated on Figure 3. The footpath link in the north-east corner of the site to Canons Park station, in particular will need to be maintained and enhanced in any future development. This is essential to reinforce the advantages of this sustainable location. The road layout should be cycle friendly to encourage cycling on the carriageway or on dedicated cycle routes throughout the scheme. The provision of a toucan crossing in Honeypot Lane will also be recommended to aid pedestrian/cycle movement.

7.5 Trees and Open Space

7.5.1 The use of appropriate landscaping and areas of open space can significantly improve the quality and appearance of new development, integrating it within the wider landscape. Landscaping should therefore be considered as part of the initial design process. High quality landscaping will be required especially in those areas developed for business use. In addition to the wooded area immediately adjacent to the Edgware Brook, there are several mature trees and other landscaped features within the site and they should be retained wherever possible. Any additional planting should comprise of native species only.

7.5.2 In the event that the southern part of the site is developed for B2 or B8 use, a substantial landscaped buffer should be provided separating employment uses from new housing. This should incorporate pedestrian and cycle routes to the

adjacent industrial estates and to the existing footpath in the north-east corner of the site, providing easy and convenient access to Canons Park station.

7.5.3 In addition, an area of open space should be created extending over the floodplain to the Edgware Brook, linked to the network of open space to the north west of the site, and including appropriate water and landscape features that enhance its nature conservation value. Landscape treatment in this part of the site must ensure that there is no artificial light spillage into the watercourse or adjacent river corridor habitat that would disrupt the natural diurnal rhythms of a range of wildlife.

7.6 **Phasing**

7.6.1 Although the Council considers it essential that a comprehensive approach to development is taken, it recognises that, as the site is not in single ownership and the timescale for bringing forward individual proposals may not coincide, a phased development will be required. Provided that proposals are consistent with the overall objectives of the brief, and do not compromise the development potential of the remainder of the site, a phased scheme will be encouraged. When submitting proposals developers will need to demonstrate how coordination/integration between different parts of the site can be achieved thorough a masterplanning process.

7.7 **Planning Obligations**

7.7.1 The Council will seek to negotiate a legal agreement with a future developer to ensure that development achieves the key aims of this brief, including, amongst other things:

- the provision of affordable housing
- on site skills training
- the creation and future maintenance of footpaths to the north east and north west boundaries
- improvement works to the Edgware Brook as may be specified by the Environment Agency
- the provision and future maintenance of appropriate children's play facilities, on site or within the immediate surrounding area
- contributions to appropriate community and health facilities in the area
- improvements to the site access including the funding of any works, orders or procedures.
- Permanent arrangements for public use of the footpath to Whitchurch Lane (Cannons Park station) and its maintenance / lighting.

Glossary

- **B1 Use:** - Business(including offices, research and development and light industry)
- **B2 Use:** - General Industry
- **B8 Use:** - Warehousing, Storage and Distribution
- **Intermediate Housing:** - Sub-market housing substantially above Housing Corporation target rents, but substantially below market levels. This category includes low cost home ownership schemes and key worker housing. It may include some low cost market housing where its price is close to other forms of intermediate housing.
- **Key Worker Housing:** – Regarded as housing for people in jobs that provide services deemed to be vital to the local and wider London economy and the maintenance of essential services, where there is evidence of recruitment and retention problems. A key worker is on a low to moderate income that is insufficient to allow them to access open market housing either for rent or sale and includes those employed in the public sector.
- **Lifetime Homes:** - Dwellings which are designed to a standard that allows easy adaptation to meet the needs of occupiers throughout their whole life. (Criteria and Design standards have been defined by the Joseph Rowntree Foundation)
- **Live/Work Units:** - Developments consisting of workshop or other employment units with integral ancillary residential accommodation
- **Shared Ownership:** – Housing schemes provided on the basis of shared equity (i.e. the occupiers part-buy, part-rent the property), allowing the occupiers to buy what they can afford, with the flexibility to increase the degree of ownership if they so wish.
- **Social Housing:** -Housing usually provided by a Registered Social Landlord (Housing Association) or Housing Authority, at levels no higher than Housing Corporation rents.
- **Strategic Employment Location (SEL):** These comprise Preferred Industrial Locations, Industrial Business parks and Science Parks and exist to ensure that London provides sufficient quality sites, in appropriate locations, to meet the needs of the general business, industrial and warehousing sectors.
- **Sustainable Design and Construction:** - Design and construction in accordance with environmentally sound principles of building, material, energy and water use. Such a building would minimise energy use making the most of natural light, solar gain and natural ventilation; minimise pollution through the use of non polluting materials; and make a positive contribution to the ecology of the surrounding area through the use of turf roofs, planting and landscaping. Use may also be made of renewable energy technologies, such as photovoltaics and solar water heating, grey water recycling and recycled building materials.

- **Sustainable Urban Drainage Systems (SUDS):** - A range of techniques that reduce flood risk and improve water quality by reducing the rate and quantity, and improving the quality, of surface water run-off. Unlike conventional drainage, SUDs have many other benefits, such as protecting and enhancing biodiversity, maintaining or restoring water flows and enhancing amenity.

- **Unitary Development Plan:** - A Statutory Plan produced by the Council which sets out policies and proposals for the development and use of land in the Borough