From: Polaine, Naisha (LBB)
Sent: 11 November 2025 17:11
To: Zinkin, Cllr Peter <Cllr.P.Zinkin@Barnet.gov.uk>
Subject: Queries: Manor Park Rd

Dear Cllr Zinkin

Apologies for the delay in responding to your email below. I have attached a note that went to residents recently answering some questions that are similar to those you have asked, and it also contains links to committee and cabinet reports that might be helpful. I have also provided answers to each of your questions.

Kind regards

Naisha

1. **what happened to the original developer an Atkins subsidiary**

The site was initially part of the (Atkins) Modular Programme but was swapped with East Barnet Library to achieve critical mass for offsite modular delivery. East Barnet Library yields more modular homes, making it more viable and cost effective. This site swap is covered in the Delegated Powers Report (DPR) dated 29 July 2024.

2. **why Kuropatwa was appointed and after what sort of review process**

Housing & Growth Committee 23/3/2023 – sets out the reasons for selecting Kuropatwa at section 1.23. Section 1.24 of the same report sets out the approach to due diligence and a company health check report was undertaken by the Council in 2023 along with a review of audited accounts. In line with best practice, given the company assignment name change to London Placemaking the Council will be re-running its due diligence checks.

3. **why the Manor Park Rd development was excluded by the inspector from the new local plan. (Further detail on our discussion earlier)**

The site was removed from the Local Plan not because it was deemed fundamentally unsuitable for development, but because, at the time of examination, it was not able to meet the necessary tests of soundness, as set out in national planning policy, to move forward as a site allocation, hence its removal. Plans are found ‘sound’ if they are deemed to be:

- Positively prepared
- Justified
- Effective to implement
- Consistent with national policy

The removal of the site reflects a procedural decision at that time, within the context of the Local Plan examination, rather than a definitive judgment on the site's future development potential. The site, like any other non-allocated site, may still come forward through a planning application and it will be the applicant's responsibility to demonstrate that the site is developable against the policy balance of all national and local plan policies.

4. **why the development increased from 4 houses in the Atkins proposal to 10 under the new proposal**

A key objective for the Places for Barnet programme is to deliver at least 50% of the units as social rent homes (by habitable room) across the four sites. The revised proposal for Manor Park is designed to align with Local and London Plan policies. The GLA removed the density matrix in 2017, shifting to a design-led approach to determine appropriate densities. No planning application has been submitted, and Places for Barnet project team have decided to take time to re-consider the proposals. As such, a planning submission is no longer imminent. Consultation on future proposals will allow for residents to be involved before any final decisions are made.

5. **how the fob scheme could possibly work**

The original scheme was designed as an internal Courtyard (amenity space) for resident of the new development to use. Following engagement with Manor Park residents the scheme was re-designed to ensure access via Manor Park Road is available for existing residents. While the detail of how the access gate is managed and operated in perpetuity are still to be agreed, one option was to issue fobs to all residents interested in obtaining one. Places for Barnet will continue discussing this as part of the ongoing discussion with the LPA, Greenspaces and 3rd party consultants as to how this provision is secured for example via a S106 commitment or planning condition.

6. **why when a Kuropatwa company is in liquidation there is a statement that no such company is in liquidation: (*Not for disclosure – commercially sensitive*)**

Detail relating to these entities has been shared with senior council officers. London South Build (formerly AK & AK Property Ltd, later Kuropatwa Ltd) and AJKC (formerly Kuropatwa Construction Ltd) are entirely separate from Kuropatwa Group Ltd [redacted] and the Places for Barnet JV. [redacted]

[redacted]

7. **why there is no social housing directly associated with this site particularly as it is a Council site with a mandatory 50% provision required.**

A key objective for the Places for Barnet programme is to deliver at least 50% of the units as social rent homes (by habitable room) across the four sites. Integral to this, is ensuring that Avion Cresent is delivered as 100% social rent. Assuming planning consent is granted, this would be controlled and assured via the Section 106 obligations in the Unilateral Undertaking, which would set the number of units and type of affordable housing product being provided at the various sites.

8. **if the costs increase or the sales prices assumptions are not met the Council will be left with a loan that may or may not be repaid but nothing else but the loss of 4 sites**

[redacted]

Developing and delivering the sites beyond planning would also be subject to Cabinet agreeing the Business Plan and therefore any proposed future funding arrangements. To date, it has been envisaged that the future arrangements could involve off-balance sheet senior debt funding through the private sector. The developer would secure the loan based upon traditional borrowing, not PWLB. The options put forward to Cabinet would need to include pros/cons and risks/rewards to weigh up next steps.

9. **how the impact on local parking is going to ameliorated and whether commitments were made when local pedestrianisation took place**

To support and inform the design proposals, three parking surveys were undertaken for an area within 200m of the site. Results show that, after taking into account the additional street parking required by new residents and the displacement of cars informally parked on the existing site, capacity at the busiest times will increase slightly from the current 75% to c. 77%. This is below the 85% benchmark that is considered the

standard for 'practical capacity' i.e. the point at which it becomes difficult for drivers to find unoccupied spaces.

The team are not aware of any commitments made when local pedestrianisation took place; residents were asked to provide any correspondence that they might have to help us understand this.

10. **how this 10 house proposal cannot be but massive overdevelopment of the site**

Please see response to Q4 above

11. **why as explained to residents (as I am told) that for years parts of the Council believed this was TFL land and denied obligations over to deal with issues on the land as they arose such as the burned out car.**

The team were made aware at an engagement event in February that there had been discussions about land ownership and responsibilities. Our records show through site due diligence, that the site has been under LBB ownership since 1981 and this was shared with the residents.

12. **I would be grateful to see the financial review of Korupatwa and of the HSE notices they received (*Not for disclosure – commercially sensitive*)**

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Council officers are aware of the HSE notices received on the 17 August 2020. [redacted]

Naisha

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