

PLANNING AND ENVIRONMENT COMMITTEE

16 MARCH 2011

ITEM 6

**REPORT OF THE**  
**ASSISTANT DIRECTOR OF PLANNING AND**  
**DEVELOPMENT MANAGEMENT**

**BACKGROUND PAPERS – GENERAL STATEMENT**

The background papers to the reports contained in the agenda items which follow comprise the application and relevant planning history files, which may be identified by their reference numbers, and other documents where they are specified as a background paper in individual reports. These files and documents may be inspected at:

Building 4, North London Business Park  
Oakleigh Road South  
New Southgate  
London N11 1NP

Contact Officer: Mrs V Bell, 020 8359 4672

# **PLANNING AND ENVIRONMENT COMMITTEE**

DATE: 16 March 2011

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Development Phase 2 (comprising part of Character Zones 2 and 4), Stonegrove and Spur Road Estates, Edgware, HA8

Reserved matters application seeking approval for scale, external appearance and landscaping in relation to Development Phase 2 (comprising part of Character Zones 2 and 4) of the redevelopment of Stonegrove and Spur Road Estates, comprising 107 residential units, including 19 houses, pursuant to Condition 3 of outline planning permission reference W13582E/07 dated 06/10/2008.

**Approve Subject to Conditions**

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**LOCATION:** Development Phase 2 (comprising part of Character Zones 2 and 4), Stonegrove and Spur Road Estates, Edgware, HA8

**REFERENCE:** H/00433/11

**Received:** 28 January 2011

**Accepted:** 28 January 2011

**WARD(S):** Edgware

**Expiry:** 29 April 2011

**Final Revisions:**

**APPLICANT:** Barratt Homes Ltd

**PROPOSAL:** Reserved matters application seeking approval for scale, external appearance and landscaping in relation to Development Phase 2 (comprising part of Character Zones 2 and 4) of the redevelopment of Stonegrove and Spur Road Estates, comprising 107 residential units, including 19 houses, pursuant to Condition 3 of outline planning permission reference W13582E/07 dated 06/10/2008.

## **APPLICATION SUMMARY**

The Stonegrove and Spur Road Estates are identified as one of the Council's Priority Housing Estates for regeneration in Barnet's Three Strands Approach.

Outline planning consent was granted on the 6<sup>th</sup> October 2008 for the redevelopment of the Stonegrove and Spur Road Estates comprising the demolition of the existing buildings on the estates and the construction of 937 new homes of which 417 will be affordable and 520 will be for private sale.

The outline planning permission approved a masterplan for the development which established the siting of the new buildings across the site and the points of access. These are now fixed. The elements 'reserved' for future consideration (the Reserved Matters) are:

- Scale;
- External appearance; and
- Landscaping

The regeneration is being built out in phases. The reserved matters for the first three phases have already been approved with Phase 1 now complete and phases 2 and 3 currently under construction. Barratt Homes are now seeking approval for the reserved matters for the next phase of the regeneration (Development Phase 2).

The site for Development Phase 2 encompasses part of Character Zone 2 and part of Character Zone 4 and will be built on the former Edgware Secondary School land to the rear of the London Academy. This phase will provide a total of 107 residential units of which 88 are flats and 18 are houses. All of these units will be social rented affordable housing. It will also contain the first part of a new central avenue which will be an adopted road that will link the A5 (Stonegrove) with Kings Drive and Green Lane.

The buildings and points of access proposed in this phase are in full compliance with the locations and road layout shown on the approved masterplan. The buildings comply with the parameters for building height which were established by the outline consent. It is only

the design of the buildings and the landscaping which are being considered in this application.

Development Phase 2 represents a pivotal stage in the regeneration of Stonegrove and Spur Road Estates. Once built it will enable the majority of the remaining secure tenants on the estates to be re-housed. Consequently, subject to acquiring the remaining leasehold properties through private buy outs or Compulsory Purchase Order (CPO), this will free up the remaining blocks for demolition to make way for the later phases of the development. Development Phase 2 will therefore help unlock the remainder of the regeneration of the estate.

The Council's Regeneration Service is working in partnership with Barratt Homes who are the developers, and Family Mosaic who are the Housing Association, to deliver the regeneration of Stonegrove. The partnership has submitted a bid to the Homes and Communities Agency for housing grant to help deliver the affordable homes within this phase.

**RECOMMENDATION: Approve Subject to Conditions**

1. The development hereby permitted shall be carried out in accordance with the following approved plans:

12335\_02\_100-D1; 12335\_02\_101-D1; 12335\_02\_102-D1; 12335\_02\_103-D1;  
12335\_02\_104-D1; 12335\_02\_104-D2; 12335\_02\_105-D2; 12335\_02\_106-D2;  
12335\_02\_107-D2; 12335\_02\_108-D2; 12335\_02\_109-D2; 12335\_02\_110-D2;  
12335\_02\_111-D1; 12335\_02\_112-D1;

12335\_02\_120-D2; 12335\_02\_121-D2; 12335\_02\_122-D2; 12335\_02\_123-D2;  
12335\_02\_124-D2; 12335\_02\_125-D2; 12335\_02\_126-D2; 12335\_02\_122-D2;  
12335\_02\_127-D1; 12335\_02\_128-D1; 12335\_02\_129-D2; 12335\_02\_130-D2;

12335\_02\_140-D2; 12335\_02\_141-D2; 12335\_02\_142-D2; 12335\_02\_143-D2;  
12335\_02\_144-D2; 12335\_02\_145-D1; 12335\_02\_146-D2; 12335\_02\_147-D2;

12335\_02\_155-D2; 12335\_02\_156-D1;

12335\_02\_161-D1; 12335\_02\_162-D1; 12335\_02\_163-D1; 12335\_02\_164-D1;  
12335\_02\_165-D1; 12335\_02\_166-D1; 12335\_02\_167-D1; 12335\_02\_168-D1;  
12335\_02\_169-D1; 12335\_02\_170-D1;

Design and Access Statement dated January 2011.

Reason:

For the avoidance of doubt and in the interests of proper planning.

2. Notwithstanding the plans hereby approved, before the development commences details and samples of all materials to be used for the external surfaces of the buildings and hard surfaced areas shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the details as approved.

Reason:

To ensure the delivery of high quality buildings and safeguard the visual amenities of the locality.

3. Before the development within Development Phase 2 hereby permitted commences, details of the following shall be submitted to and approved in writing by the Local Planning Authority:

- (i) Balconies and balustrades;
- (ii) Roof parapets;
- (iii) Depth of window reveals;
- (iv) Canopies to entrances
- (v) Rainwater goods.

The development shall be implemented in accordance with the details as approved.

Reason:

To ensure the delivery of high quality buildings and safeguard the visual amenities of the locality.

4. The development hereby permitted shall not commence until a Parking Management Plan detailing the allocation of car parking spaces and charges, on site parking controls and the enforcement of unauthorised parking has been submitted to and approved by the Local Planning Authority. The plan shall be implemented before the buildings hereby permitted are occupied and maintained thereafter.

Reason:

To ensure that parking spaces are managed appropriately in the interests of pedestrian and highway safety and in order to protect the amenities of the area.

5. The temporary vehicular entrance from the central avenue to the basement as shown on the approved plans shall be removed when the adjacent phase comprising of the remainder of Zone 2 including the formal permanent basement entrance is completed and the area shall be landscaped in accordance with details to be submitted to and approved in writing by the Local Planning Authority.

Reason:

To ensure that the completed development complies with the layout and access as shown on the approved masterplan (10930\_MP\_31 Rev E).

6. Before the development hereby permitted is a Security Management Plan detailing security measures for this phase in accordance with the principles of Secure By Design shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Barnet Borough Police Crime Prevention Design Adviser.

Reason:

To ensure that the development provides a safe and secure environment.

## INFORMATIVE(S):

1. The reasons for this grant of planning permission or other planning related decision are as follows: -

i) The proposed development accords with strategic planning guidance and policies as set out in The London Plan (Consolidated with Alterations since 2004) and the Adopted Barnet Unitary Development Plan (2006).

In particular the following polices are relevant:

Adopted Barnet Unitary Development Plan (2006): GSD, GBEnv1, GBEnv2, GBEnv3, GBEnv4, GL1, D1, D2, D3, D6, D9, D11, D13, L11, M5, M13, M11, M14.

ii) The proposal is acceptable for the following reason(s): -

The scheme accords with the principles established by outline planning permission reference W13582E/07 and will provide high quality residential development in the next substantive phase of work in the regeneration of Stonegrove and Spur Road Estates.

2. A surface water strategy should be carried out as part of a FRA to demonstrate that the proposed development will not create an increased risk of flooding from surface water. The surface water strategy should be carried out in accordance with PPS25 and its associated practice guidance, giving preference to infiltration over discharge to a watercourse, which in turn is preferable to discharge to surface water sewer.

The London Plan Policy 4A.14 states that the mayor's preferred standards are that developers achieve Greenfield runoff rates. The mayor's essential standard is that a 50% reduction in post development runoff rates are achieved. Therefore, the FRA should address this by quantifying existing and proposed rates for the critical storm for a range of events up to the 100 year climate change event.

Infiltration rates should be worked out in accordance with BRE 365. If it is not feasible to access the site to carry out soakage tests before planning approval is granted, a desktop study may be undertaken looking at the underlying geology of the area and assuming a worst-case infiltration rate for that site. If infiltration methods are likely to be ineffective then discharge may be appropriate. In any case the surface water strategy should clearly show that:

- Peak discharge rates from site will be reduced in accordance with the London Plan 4.A14 as a result of the proposed development, up to a 1 in 100 year storm with a suitable allowance for climate change;
- Discharge volumes from site will not increase as a result of the proposed development, up to a 1 in 100 year storm with a suitable allowance for climate change;
- The site will not flood from surface water up to a 1 in 100 year storm with a suitable allowance for climate change, or that any surface water flooding can be safely contained on site up to this event. There should be no flooding on site under the 1 in 30 year event. Some nominal controlled flooding of open spaces areas such as car parks will be permitted provided that there is no risk to flooding of property or key infrastructure and it is ensured that there is no increase of offsite flows.

Any surface water strategy should try to utilise sustainable drainage techniques, in accordance with the SUDS management train (Ciria C609). Guidance on the preparation of surface water strategies can be found in the Defra/Environment Agency publication "Preliminary rainfall runoff management for developments". Guidance on climate change allowances can be found within Annex B of PPS25.

Paragraph 13.29 states that rain water harvesting tanks will be used to attenuate surface water run off from the site. A precautionary approach should be taken and it should be assumed that the rain water storage tanks will be full at time the storm event and will provide no surface water attenuation.

Surface water run-off should be controlled as near to its source as possible through a sustainable drainage approach to surface water management (SUDS). SUDS are an approach to managing surface water run-off which seeks to mimic natural drainage systems and retain water on or near the site as opposed to traditional drainage approaches which involve piping water off site as quickly as possible. SUDS involve a range of techniques including soakaways, infiltration trenches, permeable pavements, grassed swales, ponds and wetlands. SUDS offer significant advantages over conventional piped drainage systems in reducing flood risk by attenuating the rate and quantity of surface water run-off from a site, promoting groundwater recharge, and improving water quality and amenity.

Further information on SUDS can be found in:

- PPS25 page 33 Annex F
- PPS25 Practice Guide
- CIRIA C522 document Sustainable Drainage Systems – design manual for England and Wales
- CIRIA C697 document SUDS manual
- The Interim Code of Practice for Sustainable Drainage Systems. The Interim Code of Practice provides advice on design, adoption and maintenance issues and a full overview of other technical guidance on SUDS. The Interim Code of Practice is available on both the Environment Agency's website: [www.environment-agency.gov.uk](http://www.environment-agency.gov.uk) and CIRIA's website: [www.ciria.gov.uk](http://www.ciria.gov.uk)

## **1. MATERIAL CONSIDERATIONS**

### **1.1 Key Relevant Planning Policy**

Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires that development proposals shall be determined in accordance with the development plan unless material considerations indicate otherwise. In this case, the development plan is The London Plan (consolidated with Alterations since 2004) published 19 February 2008 and the adopted London Borough of Barnet Unitary Development Plan (2006). These strategic and local plans are the policy basis for the consideration of this planning application.

#### **Central Government Guidance and Policy Statements**

National guidance is provided by way of Planning Policy Statements (PPSs) and Planning Policy Guidance notes (PPGs). The PPSs and PPGs of most relevance to the determination of this application are:

- Planning Policy Statement 1: Delivering Sustainable Development (2005)
- Planning and Climate Change: Supplement to PPS1 (2007)
- Planning Policy Statement 3: Housing (June 2010)
- Planning Policy Statement 9: Biodiversity and Geological Conservation (2005)
- Planning Policy Guidance 13: Transport (2001)
- Planning Policy Guidance 17: Sport and Recreation (2002)
- Planning Policy Statement 22: Renewable Energy (2004)
- Planning Policy Statement 23: Planning and Pollution Control (2004)
- Planning Policy Guidance 24: Planning and Noise (1994)
- Planning Policy Statement 25: Development and Flood Risk (2010)

## **The London Plan**

The London Plan (consolidated with Alterations since 2004) was published on 19 February 2008 and is part of the development plan under the Planning and Compulsory Act 2004.

The London Plan provides strategic planning policy for all London Boroughs for the period up to 2025/26. Whilst it does not contain any specific policies for the Grahame Park Estate, it does contain general policies including those relating to regeneration, affordable housing, energy and transport which are material to the consideration of this planning application.

London Plan paragraph 3.75 states that the Mayor's approach to estate renewal is to take into account the regeneration benefits to the local community, the proportion of affordable housing in the surrounding area, and the amount of affordable housing being, or planned to be, provided elsewhere in the borough.

Relevant London Plan policies are:

- Policy 2A.1 Sustainability criteria
- Policy 3A.3 Maximising the potential of sites
- Policy 3C.1 Integrating transport and development
- Policy 3C.3 Sustainable transport in London
- Policy 3D.11 Open space provision in DPDs
- Policy 4A.1 Tackling climate change
- Policy 4A.3 Sustainable design and construction
- Policy 4A.4 Energy assessment
- Policy 4A.5 Provision of heating and cooling networks
- Policy 4A.6 Decentralised Energy: Heating, Cooling and Power
- Policy 4A.7 Renewable Energy
- Policy 4A.11 Living Roofs and Walls
- Policy 4A.13 Flood risk management
- Policy 4A.14 Sustainable drainage
- Policy 4A.16 Water supplies and resources
- Policy 4B.1 Design principles for a compact city
- Policy 4B.5 Creating an inclusive environment
- Policy 4B.9 Tall buildings – location



## **Draft Revised London Plan**

The Mayor has published a Consultation Draft Replacement London Plan (October 2009). This has subsequently undergone minor alterations (December 2009 and March 2010).

## **Barnet Unitary Development Plan**

The London Borough of Barnet UDP was adopted in May 2006 and contains local planning policies for Barnet. UDP policies that were agreed to be saved by the Secretary of State in May of this year which are relevant to this application are:

Policy GSD – Sustainable Development  
Policy GMixedUse – Mixed Use  
Policy GBEnv1 – Character  
Policy GBEnv2 – Design  
Policy GBEnv3 – Safe Environment  
Policy ENV13 – Minimising Noise Disturbance  
Policy D1 – High Quality Design  
Policy D2 – Character  
Policy D3 – Spaces  
Policy D5 – Outlook  
Policy D9 – Designing Out Crime  
Policy D11 – Landscaping  
Policy M2 – Transport Impact Assessments  
Policy M3 – Travel Plans  
Policy M5 – Pedestrians and Cyclists – Improved Facilities  
Policy M13 – Safe Access to New Development  
Policy M14 – Parking Standards

## **Barnet Core Strategy**

The Planning & Compulsory Purchase Act 2004 reformed the development plan system replacing the Unitary Development Plan (UDP) with the Local Development Framework (LDF). The LDF will be made up of a suite of documents including the Core Strategy and Development Management Policies DPD. Until the LDF is complete policies within the adopted UDP have be saved for a period of three years.

The Core Strategy will contribute to achieving the vision and objectives of Barnet's Sustainable Community Strategy and will help our partners and other organisations to deliver relevant parts of their programmes. It will cover the physical aspects of location and land use traditionally covered by planning. It also addresses other factors that make places attractive and distinctive as well as sustainable and successful.

Policy CS 3 states "on the basis of our Three Strands Approach we expect that in the range of 28,000 new homes will be provided within the lifetime of this Core Strategy 2011/12 to 2025/26. As our focus of growth we will promote opportunities on the west side of the borough in the strategically identified North West London – Luton Coordination Corridor."

Policy CS 4 states 'we will aim to create successful communities in Barnet by:

- seeking to ensure a mix of housing products in the affordable and market sectors to provide choice for all households and enable Barnet residents to progress on a housing journey that can meet the aspirations of home ownership

- seeking a range of dwelling sizes and types of housing including family and lifetime homes that meets our identified housing priorities and does not undermine suburban character or local distinctiveness
- seeking a variety of housing related support options that maximise the independence of vulnerable residents including young people, people with disabilities, older people, homeless people and other vulnerable adults
- delivering a minimum affordable housing target of 5,500 new affordable homes by 2025/26 and seeking a boroughwide target of 30% affordable homes on sites capable of accommodating ten or more dwellings
- seeking an appropriate mix of affordable housing of 60% social rented and 40% intermediate for Barnet that will support our objectives of widening home ownership and providing family homes
- on sites which are suitable for the provision of an element of affordable housing, we may exceptionally accept the provision of off-site housing, or a commuted payment instead of such provision

The Council published its LDF Core Strategy Publication Stage document in September 2010. The document has been subject to 3 rounds of public consultation and is in general conformity with the adopted London Plan therefore weight can be given to it as a material consideration in the determination of planning applications.

### **The Three Strands Approach:**

In November 2004 the Council approved its "Three Strands Approach", setting out a vision and direction for future development, regeneration and planning within the Borough. The approach, which is based around the three strands of Protection, Enhancement and Growth, will protect Barnet's high quality suburbs and deliver new housing and successful sustainable communities whilst protecting employment opportunities.

The third strand 'Growth' responds to Barnet's significant growth potential and out how and where sustainable strategic growth, successful regeneration and higher density can take place across the borough. The Three Strands Approach identifies the council's programme to regenerate four priority housing estates within the borough, including Stonegrove and Spur Road. This major programme of regeneration will see over 3,500 Council homes replaced with 8,000 new homes for existing tenants, for shared owners and key workers, and for private sale. The programme seeks to transform these council housing estates into thriving mixed tenure neighbourhoods.

### **Relevant Planning History:**

<b>Application Ref.</b>	<b>Address</b>	<b>Description of Development</b>	<b>Decision and Date</b>
<b>W13582E/07</b>	Stonegrove and Spur Road Estates, Edgware, London	Outline planning application for the redevelopment of Stonegrove and Spur Road Estates to include the demolition of the 603 existing residential units, community and school buildings, and the erection of 937 new residential units, new community hall, church and church hall with nursery facility, the provision of	Approved 6th October 2008 after completion of a S106 agreement

		<p>associated public and private open space, car parking and cycle parking, new vehicular access off Spur Road, new vehicular access off Stonegrove, and new internal road layout. Of the 937 new residential units, the application includes the submission of full details for Zone 1 of the redevelopment which will involve the erection of 138 residential units (31 houses and 107 flats) of which 86 units will be affordable and 52 will be for private sale, associated hard and soft landscaping incorporating new public open space, and associated car parking and cycle parking.</p> <p>Submission of Environmental Statement.</p>	
<b>H/02723/09</b>	Zone 6, Stonegrove and Spur Road Estates, Edgware, London	Reserved matters application seeking approval for scale, appearance and landscaping in relation to Character Zone 6 of the redevelopment of Stonegrove and Spur Road Estates comprising 98 residential units pursuant to Condition 3 of outline planning permission reference W13582E/07 dated 06/10/2008.	Approved 19th October 2009
<b>H/04521/09</b>	Zone 5A, Stonegrove and Spur Road Estates, Edgware, London, HA8 8BT	Reserved matters application seeking approval for scale, appearance and landscaping in relation to Character Zone 5A of the redevelopment of Stonegrove and Spur Road Estates comprising 67 residential units for private sale pursuant to Condition 3 of outline planning permission reference W13582E/07 dated 06/10/2008.	Approved 18 <sup>th</sup> February 2010
<b>W13582A/05</b>	Land at Sterling Avenue Green Lane Spur Road Estate Edgware HA8 8BT	<p>Demolition of existing garages and community centre on site and construction of residential development comprising 62 no. affordable dwelling-units with associated landscaping, open space, parking and means of access, and relocation of substation.</p> <p><i>(This development was completed in 2007 and is known as Penniwell Close)</i></p>	Approved 11 <sup>th</sup> April 2006 after completion of a S106 agreement.
<b>W13031/02</b>	The Edgware School Playing Field and	Outline application for development of a building for education use (D1), ancillary facilities and caretaker's dwelling	Approved 18 <sup>th</sup> March 2003.

	Land To North of Spur Road, Edgware, London	(C3) on part of the Edgware School playing field on south side of Spur Road, together with access and egress points on Spur Road, provision of associated car parking, landscaping, servicing and linking footbridge across Spur Road to associated outdoor sports facilities and ancillary buildings on north side of Spur Road. (The City Academy).	
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**Pre-Application Public Exhibition:**

Prior to the submission of this application for reserved matters, Barratt Homes held two pre-application public meetings on the 26th and 27<sup>th</sup> January 2011 at St. Peter's Church Hall between 4pm and 8pm where boards showing the proposed scheme were displayed. The exhibition was staffed by representatives from Barratt Homes, the planning consultants (RPS), the executive architects (Sprunt), the Residents Communications Consultant and Barnet Regeneration Service.

31 people from the estate and surrounding streets attended the meetings. Many comments were made about peoples re-housing preferences. The following is a summary of comments made:

- concerned about the lack of green space
- feel that the main concourse area could attract anti-social behaviour
- requested a play area for children
- don't want open plan kitchens
- rubbish bins should not be too far from the flats
- would like individual outside entrance, not shared entrance
- need pre-pay meter for gas

In addition to the pre-application meetings Barratts also organised an exhibition during the formal consultation period for the application. This was held on the 10<sup>th</sup> February at St Peters Church hall between 4pm and 8pm. This enabled residents to view the submitted plans and application material. It should be noted that this was not part of the statutory consultation process. A total of 11 people attended including members of the Edgware Ward Panel and No Overdevelopment in Edgware (NODIE), along with two councillors and a small number of existing residents.

The issues discussed at the exhibition can be summarised as:

- Generally there were few comments about the detail of the current phase to which this application relates. However the feedback that was given was generally very positive.
- The chief concern expressed by the majority was the ability of the existing infrastructure to cope with the increase in population. This included issues around congestion on the main roads. Concern was also raised regarding the long term use of Green Lane as a potential short cut to bypass Spur Road once the central avenue through the development is complete.
- Trees were also discussed and concern was expressed that many of the mature trees will be removed as the estate is developed.

- The standards of behaviour of many of the non-secure tenants was a regular topic raised. Concern was also raised with regards to the perception of private sales units being purchased as buy to let investments, and the potential lack of control of bad behaviour from the new tenants.
- The secure residents who visited the presentation were keen to know the timescales of when they might be moving. Many expressed a desire to see the whole scheme completed.

### Consultations and views Expressed:

The application was advertised on site and in the press.

Neighbours Consulted:	979	Replies:	5 (1 in support, 1 relating to a re-housing request and 3 in objection)
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The Stonegrove and Spur Road Regeneration Partnership Board have submitted a letter of support in relation to the application stating that “resident representatives would like to express their support for the planning application to take the regeneration project further and provide much needed homes for the community.”

Of the other letters received, one was from an existing tenant on the estate making comments requesting to be re-housed in a 2 bedroom flat within the new development.

The objections contained in the other 3 letters can be summarised as follows:

- The effect on traffic, access and parking is already extremely congested. To add further traffic will only add to problems at the junction of Green Lane with the A41 Spur Road roundabout. It is impossible at certain times of the day to access into or out of Green Lane/A41 Spur Road due purely to the volume of traffic at that junction.
- The use of the properties is primarily to ensure the current residents of Stonegrove./Spur Road have habitable homes to either rent or buy. To this end it is felt that in view of the fact that there is evidence of sub letting in Penniwell Close a clause in any form of tenancy must include the fact that the properties are not to be sub-let, nor the car parking spaces/parking bays.
- Whilst there is no objection to the regeneration as somewhere for people to live in decent accommodation it is of serious consideration that these factors are considered as it is bringing down the tone of what should be a delightful new build.
- The current managing agents do not appear to be a suitable management company. There are problems with the Penniwell Close properties which need to be dealt with.
- The development will make the area a concrete jungle. We have limited greenbelt already.
- The original masterplan stated this was to be 'regeneration', however this application does not address infrastructure nor does it provide long term opportunity for employment, both of which are essential for any "regeneration" criteria to be met. It is a simple rebuild and does not meet the criteria necessary to be a true regeneration.

### Officer Response

- *Initial studies carried out at the Outline application stage showed that there may be a number of simple highway improvements that can be made to the A410 (London Road) which is in the London Borough of Harrow which could reduce the amount of traffic that currently backs up through Canons Corner Roundabout and causes associated delays at the A41 roundabout. As a result, a contribution of £30,000 was secured as part of the Section 106 package to fund a Route Management Study of the A410 to investigate traffic movements and suggest improvements, to address capacity issues. In addition a Section 106 contribution of £135,000 towards improvements and alterations to the public highway in the vicinity of the site was secured under the Outline approval. Council Highways Officers are currently undertaking preliminary surveys to inform more detailed design work and future discussions with officers in Harrow.*
- *Any resident that is found to or believed to be subletting their property without the permission of Family Mosaic (only granted in extreme cases and for a certain period of time) is in breach of their tenancy agreement and will be served a Notice To Quit (NTQ).*
- *With regard to sub-letting on parking, each property has a parking space allocated to it. If residents have no use for it themselves they can allow a visiting resident or friend to use their space by providing them with the permit. Empty parking spaces (i.e. where the tenant has not acquired a permit) can be allocated by FM i.e. to those who have a special need for two parking spaces.*
- *Family Mosaic is the Housing Association responsible for the management of the properties in Penniwell Close. A separate management company is responsible for the management and maintenance of the external public and communal areas.*
- *The Outline planning consent establishes the principle of the redevelopment including the number and location of buildings and roads. This phase will include landscaping and new tree planting. The development does not affect Greenbelt land.*
- *There are many different aspects to regeneration but it widely accepted that the redevelopment of housing estates to provide social, economic and environmental improvements for an area and its residents is considered to be regeneration.*

### **Consultation Responses from Statutory Consultees and Other Bodies:**

- Environment Agency - no objection

The Environment Agency have no objection to the reserved matters application. However they note that the information submitted does not clearly demonstrate that green roofs and permeable paving have been included as part of the building design or landscaping works. They therefore advise that in order to discharge the surface water drainage condition for this, and subsequent phases of the development it will be necessary to demonstrate that where possible Sustainable Drainage System (SuDS) have been maximised throughout the site. Appropriate justification should be provided where this has not been achievable.

- MET Police - no objection

Barnet Police have no objections in principle to the development proposals. They have made a number of comments concerning crime reduction principles and future community safety. Specifically these relate to lighting, door and window security standards, boundary treatments, communal entrances, basement car park and cycle stores. The Crime Prevention Design Advisor has suggested a Security Management Plan be secured by way of condition to address some of the comments made.

- Thames Water (e-mail dated 16/01/10) - no objection

The reserved matters application does not affect Thames Water and as such we have no observations to make. All Previous comments made by Thames Water in relation to this site remain valid.

- Arqiva – no objection

Arqiva is responsible for providing the BBC and ITV's transmission network. They no objection to this application and consider that it is not likely to have an adverse affect on their operations.

- Hertsmere Council - no reply received

Hertsmere Planning Officers are reporting the application to their committee on the 24<sup>th</sup> March. The Officer's recommendations will be reported in the Addendum to this report.

- Harrow Council - no objection

Harrow Planning Officers are reporting the application to their planning committee on the 16<sup>th</sup> March with a recommendation for no objection.

#### **Internal Consultation Responses:**

- Traffic and Development – No objection subject to a number of conditions being imposed on the reserved matters consent.

Highways issues are covered in the Access and Parking section of the Planning Appraisal.

- Environmental Health – No objection.

Conditions on the Outline consent require details to be submitted in relation to contaminated land and noise.

- Regeneration Service – No objection

The Regeneration Officers have confirmed that this phase is a key stage in the overall regeneration for Stonegrove and Spur Road Estates. It is important that reserved matters consent is granted to support the bid for grant funding from the Homes and Communities Agency.

## 2. DESCRIPTION OF DEVELOPMENT, THE SITE, AND SURROUNDING AREA

### Description of Site

#### *- Stonegrove and Spur Road Estates -*

The Stonegrove and Spur Road estates are located between the A5 Edgware Road, A410 Spur Road and the A41 Edgware Way approximately 1.2km from Edgware town centre. The site is within walking distance of Stanmore Underground Station (0.8km to the west) and Edgware Underground Station (1.7km to the south).

The London Academy which was completed in 2006 under a separate planning consent (ref: W13031/02), is located on the north side of the estate along Spur Road. The Academy replaced Edgware School which has since been demolished.

The overall regeneration site comprises an area of 11.37 hectares including the Stonegrove and Spur Road housing estates, the former Edgware School land and St. Peter's Church.

The original residential accommodation across the two estates comprised 603 one, two and three bed flats and maisonettes in 19 blocks ranging from 4 to 11 storeys in height.

The areas to the south and west are made up of traditional residential streets. The majority of property is 1930s and 1950s detached and semi-detached housing. The Edgware Reform Synagogue is located on Stonegrove (A5) immediately to the south of the site.

#### *- Site for Development Phase 2 -*

The outline planning application for the regeneration of Stonegrove and Spur Road Estates has established an overall masterplan for development. The masterplan is divided into eight complementary character zones. A copy of the Character Zones plan is attached at **Appendix 1**.

This application relates to Development Phase 2 which comprises part of Character Zone 2 and Character Zone 4. The site for this phase comprises the former Edgware Secondary School land to the rear of the London Academy and has an area of 1.43 hectares. The land is currently being used as the construction compound for the first phases of the development. A copy of the masterplan is attached at **Appendix 2** with the site highlighted.

The land drops in height by approximately 1m across the site predominantly from West to East. There are a number of trees on the site, some of which are covered by a Tree Preservation Order (TPO).

### Description of Development

#### *- Development Approved Under the Outline Planning Permission -*

The approved planning consent for the regeneration of Stonegrove and Spur Road Estates (reference W13582E/07) comprises the following:

- Demolition of all existing residential dwellings, community buildings and former



- Edgware School buildings;
- Construction of 937 residential units of which 520 will be for private sale and 417 will be affordable;
  - Construction of a new community hall;
  - Replacement of the existing St Peter's Church, Church Hall and parsonage with a new Church, Church Hall and parsonage. The Church Hall will be suitable for accommodating a playgroup/crèche;
  - High quality public open space provision along with private gardens and communal gardens;
  - Provision of a local Energy Centre to serve the development;
  - Provision of a maximum of 1000 car parking spaces;
  - Pedestrian and cycle routes across the site linking into the pedestrian and cycle network in the surrounding area;
  - Means of access and off-site highway works. This includes a new access onto the A5 Stonegrove, retained but altered access points at Kings Drive and Green Lane and new private access junction onto the A410 Spur Road.

*- Phases of the Development Already Approved -*

The regeneration is to be built out in phases. The reserved matters for the first three phases have already been approved. These phases have been highlighted on the masterplan in **Appendix 2** of this report and an update on units approved and constructed is provided in the table in **Appendix 3**.

The first phase (within Zone 1) was approved as part of the original outline planning consent and was completed in July 2010 on land to the west of the London Academy on Spur Road. This phase is now occupied and delivered 116 new properties including 78 affordable homes and 38 private homes.

Phase 2 of the development relates to Character Zone 6 which is on the site of the former Goldsmith, Powis and Collinson Courts. Reserved Matters for this phase were approved in September 2009 and construction is currently under way to deliver 98 flats of which 45 will be social rented, 17 will be shared ownership and 36 will be for private sale.

Phase 3 relates to Character Zone 5A which is located on the west side of the London Academy on the corner of Spur Road and Green Lane. The Reserved Matters for Zone 5A were approved in February 2010 and construction work has now commenced to provide a total of 67 flats for private sale.

*- Development Phase 2 (This Application) -*

Barratt Homes are now seeking detailed approval of the reserved matters for Development Phase 2 of the regeneration.

The phase contains 107 residential units of which 88 are flats and 19 are houses. A total of 108 parking spaces will be provided in a basement car park of which 20 will be visitor bays. The houses each have a parking space in an off-street layby (19 spaces in total). 1 cycle storage space is proposed per unit.

This phase comprises three types of buildings: 3 storey town houses on the south side of a central avenue; a part 4/part 5 storey block of flats on the northern side of the avenue (Block D, E and F); and a further block of flats along the rear boundary of the London Academy which face into a central courtyard (Block B and C). Blocks B and C comprise a

4 storey plinth above which there are three taller elements of 7, 8 and 11 storeys.

The principle of overall regeneration along with the location of buildings and access has been approved at the outline application stage. The elements 'reserved' for future consideration are set out in Condition 2 of the outline planning consent (W13582E/07) which defines the reserved matters as the following:-

- Scale;
- External appearance; and
- Landscaping

It is therefore only these matters that are being considered in this application.

### **3. PLANNING APPRAISAL**

#### **Environmental Impact Assessment (EIA)**

An Environmental Statement, the result of an EIA, was submitted with the outline application in August 2007. Further to this, an Addendum to the ES was submitted in January 2008 in response to a request by the Council under Regulation 19 of the EIA Regulations for clarification and for supplementary environmental information. The ES and Addendum were subsequently approved with the Outline application.

Given a valid Environmental Impact Assessment exists for the outline planning permission, the scope to which a new EIA is required for reserved matters applications is dependent on whether there has been a material change in circumstance resulting in the reserved matters application giving likely rise to significant effects on the environment by virtue of factors such as its nature, size or location which were not assessed as part of the original EIA.

On the basis that the submitted reserved matters application complies with the parameters established by the outline consent, upon which environmental effects have been assessed, a new EIA is not required.

#### **Compliance with Parameters of the Outline Planning Permission**

This reserved matters application has been submitted in accordance with the development parameters established by the outline planning permission. These parameters are set out in a number of approved drawings and documents. Condition 7 of the outline permission which requires all reserved matters submissions to be in accordance with these drawings as follows:

*'Reserved matters applications pursuant to this permission shall be made in accordance with the following plans and documents approved by this application unless otherwise agreed in writing with the local planning authority. The development shall be implemented in accordance with such details as approved.*

1. Environmental Statement dated August 2007
2. Environmental Statement Addendum dated January 2008
3. Environmental Statement Non Technical Summary dated August 2007
4. Planning Statement dated 31 August 2007
5. Sustainability Statement Rev.A dated January 2008

6. *Energy Strategy Edition 10 dated February 2008*
7. *Access Statement dated 31 August 2007*
8. *Masterplan phasing plan ref: 10930MP46C*
9. *Maximum parameter heights ref: 10930\_MP\_01F*
10. *Tree protection plans references: SA001; SA002; SA003;*
11. *Masterplan layout and access: 10930\_MP\_31 Rev E*
12. *Masterplan uses*
13. *Zone 1 Plans and Elevations. Plan references:*  
*2179-1001-P01; 2179-1002-P01; 2179-1003-P01; 2179-1004-P01;*  
*2179-1005-P01; 2179-1006-P01; 2179-1007-P01; 2179-1008-P01;*  
*2179-1009-P01; 2179-1010-P01'*

*- Building Layout and Height -*

The siting of the buildings in the development is established by the masterplan (drawing reference 10930\_MP\_31 Rev E) which was approved by the Outline consent. The locations of the buildings in this phase are in full accordance with the locations of the blocks on the approved masterplan.

The 'Maximum Parameter Heights' plan (drawing reference 10930\_MP\_01 rev.F) identifies a number of buildings of varying heights on this part of the development. In Character Zone 2 the heights plan identifies a 10 storey building (or building up to 30m) a 6 storey building (or building up to 18m) and a 7 storey building (or building up to 21m) along the southern boundary of the London Academy. On the north side of the central avenue the building heights drop to 4 storeys (12m) with some 5 storey elements (15m). The houses within this phase form part of Character Zone 4 and these are identified on the heights plans as being 3 storeys (9m).

Development Phase 2 incorporates 3 storey town houses, a part 4/part 5 storey block fronting onto the central avenue (Block D, E and F) and a block along the London Academy boundary (Block B and C) which comprises a 4 storey plinth above which there are two taller elements rising to 6 storeys and 7 storeys in total. These two taller parts of the block have small set back top floors that provide the lift overrun and stair access to the roof. Therefore whilst a small part of Block B and C will be 7 storeys and 8 storeys in height, this is very limited and the main bulk of the building will correspond with the heights shown on the parameter plan.

The proposal for Development Phase 2 is considered to be substantially in accordance with the approved masterplan and parameters for building height.

*- Access -*

The approved masterplan for the regeneration identifies the location of points of access and new roads within the development. Within Character Zones 2 and 4 this includes a central tree lined avenue which is the main route through the development. A layby is provided on the south side of the avenue to provide car parking and access to the town houses. Character Zone 2 also includes a basement car park with an entrance located off the side road at the western end of the Zone.

Development Phase 2 will only deliver part of the central avenue. As a result the western half of Zone 2 where the entrance to the basement is located will come forward in a later phase. Therefore a temporary entrance to the basement car park is required. This will be located at the western end of Block F and will be accessed off the central avenue. This location is considered acceptable on a temporary basis. When the next phase comes forward the entrance will be moved to the location shown on the masterplan and the temporary access will be blocked up and landscaped. A condition is therefore recommended to ensure that the temporary access is removed when the next phase is constructed.

The location of the roads within this phase are in accordance with the Layout and Access plan approved at the Outline stage. The location of the temporary basement access is considered acceptable subject to a condition requiring its reinstatement.

#### *- Number of Residential Units -*

Condition 8 of the Outline consent specifies that the maximum number of dwellings to be developed across the overall regeneration site shall not exceed 937.

Illustrative design proposals for each Character Zone were submitted with the outline application for information purposes. Illustrative proposals for Character Zone 2 indicated 207 dwellings and proposals for Character Zone 4 indicated 88 houses in total.

Development Phase 2 contains 107 dwellings of which 88 are flats within part of Zone 2 and 19 are houses within part of Zone 4. This phase is therefore within the parameters of the indicative proposals and will deliver 107 units towards the overall figure of 937 dwellings within the regeneration. The proposed number of units therefore accords with the conditions and parameters of the Outline approval.

The reserved matters submission is considered to be significantly in accordance with the Outline approval.

#### **Design and External Appearance**

The masterplan for Stonegrove and Spur Road Estates is divided into eight complementary character zones. To ensure that a variety of architecture and built form is delivered across the development, five different independent architectural practices were commissioned to develop the designs for each of the different zones. This was coordinated by the executive architects Sprunt to ensure that the different character areas were held together by common design principles, landscaping and the strategic masterplan approach. The detailed designs for each of the character zones were submitted as 'information only' with the Outline application, but serve to provide an indication of the proposed design for each building. The original design for Zone 5 was developed by Sprunt Architects.

#### *- Scale and Layout of the Buildings -*

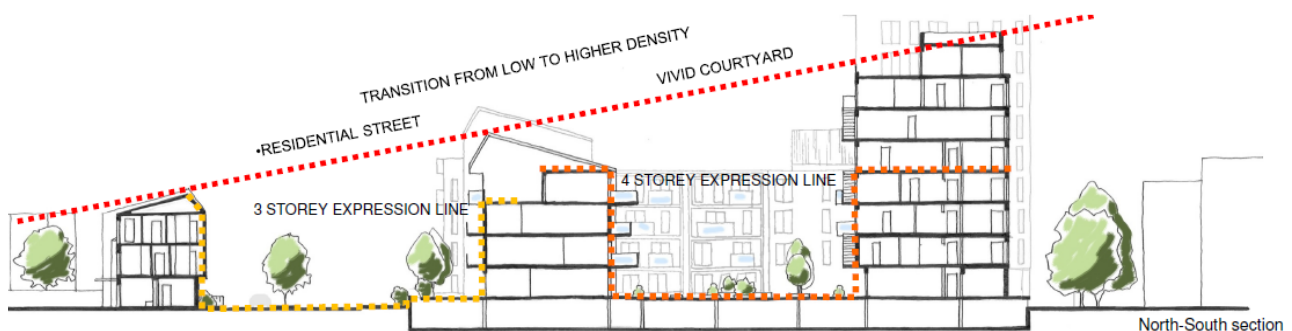
Character Zone 2 comprises two distinct linear spaces along which the buildings are positioned:

- i) a central tree lined avenue that is a publically adopted street; and
- ii) a semi-public central courtyard.

The central avenue provides the transition between the southern part of the masterplan which is mostly comprised of houses to reflect the lower density of the existing houses on Kings Drive and surroundings, and the northern part of the development which accommodates taller blocks of flats around London Academy and northern boundaries of the site.

The semi-public courtyard provides a setting for the taller blocks and also serves as the communal garden for the flats that surround it. The entrances to Block B/C are accessed from within the central courtyard. The courtyard will connect to the community square at the eastern end of this phase.

The scale of the buildings have been designed to reflect the transition from houses to flats with a progression from 3 storey town houses on the south side of the road, to a predominantly 4 storey block of flats on the north side of the road with the taller 6 and 7 storey elements located at the back of the London Academy.



**Fig.1** Section through phase showing transition from 3 storey houses to taller blocks at rear of London Academy

The 4 storey block (D/E/F) rises to 5 storeys on the eastern and western corners. This is to provide create a gateway into the central courtyard. The 5 storey element on the western end of this block is rotated 90 degrees in order to face the main community square which will be located adjacent to this phase to the west. The top floor of the 4 storey element of this block is set back so that the building will reflect the three storey houses opposite.

The mass of the taller blocks (B/C) have been reduced by cutting away one corner to create the effect that the building is composed of a central element surrounded by an outer layer. The resulting shape provides a varied and interesting form.

The town houses front onto the central avenue and have private back gardens to the rear. Block D/E/F also faces onto the avenue with communal entrances accessed from the public street. The rear of Block D/E/F addresses the central courtyard. All of the public spaces are overlooked by the properties in order provide natural surveillance and security.

#### *- Detailed Design of the Buildings -*

The detailed design approach reflects the need to provide transition between the houses and the larger blocks of flats.

The design of the houses uses a contemporary interpretation of traditional features such as bays and pitched roofs. The houses are broken into terraces of between 4 and 6

houses. Within each terrace the houses are grouped into pairs around the bay projections. The bays provide horizontal articulation along the façade as well as vertical articulation along the roofline (see images in **Appendix 4**).

Block D/E/F is of a contemporary design. The plan of the block is stepped to provide articulation along the avenue elevation. This is combined with set backs at the upper floor and projecting balconies. Pitched roofs are provided on the taller 5 storey elements to reflect the style of the pitched roofs on the houses.

The architecture treatment of the facades of the blocks facing the central courtyard are less formal to the elevations of the main street. This reflects the landscaped environment of the courtyard and more semi-private nature of the space. Projecting balconies arranged in a random pattern are provided on the elevations of the taller blocks. On the 4 storey elements a timber frame is used to support deep projecting balconies with varying projecting depths. This provides variation and interest. The timber frames also serve to provide structural support which enables larger balconies to be given to the flats.

The taller tower elements are articulated by the use of two forms to give the appearance of a central element wrapped by the main building. The central element of these blocks will be clad in a metal cladding whilst the outer layer will be brickwork.

Architectural features such as materials, the design of the balconies, details of the fenestration or the proportion of the window design can all be used as a 'borrowed feature' to be carried through from one zone to another. The same also goes for landscape features, such as planting and street furniture, a consistency of materials and planting can be a major component to the site wide masterplan, tying the different zones together. This will ensure a more seamless building design within the whole of the Stonegrove and Spur Road development.

Brick is the common material used on all the buildings in this phase linking the different parts of the development. Two different colours of brick are proposed (cream and brown) to differentiate the different elements of the buildings. A high quality brick is required to ensure the architecture is executed to the highest standard. This will be secured by condition.

Metal cladding is proposed for the balconies on block D/E/F whilst a zinc system is proposed for the roofing. This, along with the use of the same brick, will provide continuity across the central avenue. The use of timber for the projecting balconies and frames within the courtyard reflects the calmer nature of this space.

The detailed design and appearance of the proposed building is considered to represent high quality design which provides the transition between Character Zones 3 and 4 which contain houses, and Character Zone 2 which accommodates taller blocks of flats.

### **Affordable Housing**

The overall regeneration of the Stonegrove and Spur Road Estates will provide a mix of affordable, and private sale homes to provide a mixed and balanced neighbourhood. The Outline application approved a total of 520 private sale units and 417 affordable units (280 social rented and 137 shared ownership). The affordable housing provision includes 63 affordable houses of three, four and five bedrooms.

Development Phase 2 will provide 107 new homes for social rent. This comprises 88 flats and 19 houses.

The flat mix is:

37 x 1 Bedroom Units

27 x 2 Bedroom Units

24 x 3 Bedroom Units

The houses mix is:

13 x 3 Bedrooms houses

4 x 4 Bedrooms houses

2 x 5 Bedrooms houses

The mix is considered to be appropriate and includes houses and flats of varying sizes which will meet the requirements of the regeneration and will contribute towards the overall number of affordable homes required by the outline planning consent.

This phase represents an important stage in the regeneration of Stonegrove and Spur Road Estates. Because it provides 107 social rented flats and houses of varying sizes it will enable the majority of the remaining secure tenants living in existing social rented accommodation on the estates to be re-housed. The new accommodation proposed will therefore meet the decant needs of existing residents.

Subject to acquiring the remaining leasehold properties through private buy outs or Compulsory Purchase Order (CPO), the remaining blocks on the estates will be able to be demolished to make way for the later phases of the development. This phase will therefore help unlock the remainder of the regeneration.

### **Internal Space Standards**

Appendix 1 of the Council's adopted Sustainable Design and Construction SPD sets out the minimum floor areas for residential development in Barnet. In addition, Policy 3.5 of the Draft Replacement London Plan requires the design of all new dwellings to meet dwelling space standards which are set out in Table 3.3 of the plan. The London Plan residential space standards are greater than the standards in the Council's adopted SPD. (the tables from the SPD and Draft Replacement London Plan are provided at **Appendix 5** of this report).

The average areas for the new homes proposed in this phase of the development are as follows:

1B/2P: 56sqm

2B/4P: 76sqm

3B/5P: 101sqm

3 Bedrooms houses: 113 sqm

4 Bedrooms houses: 143 sqm

5 Bedrooms houses: 153 sqm

All of the proposed flats and houses exceed the space standards set out in the Council's SPD and they either meet or exceed the London Plan space standards. The development will therefore deliver large units and provide high quality living accommodation.

## Access, Traffic and Parking

The site is located within 400m of bus stops on Stonegrove (A5) and Spur Road (A410) which bus routes to a variety of destinations. In addition Stanmore and Edgware underground stations are within walking distance of the site.

### - Access -

Access was approved as part of the outline application. Vehicular access to the overall development will be via a number of points including a new priority junction on the A5 (Stonegrove) north of Pangbourne Drive and left-in / left-out junction onto Spur Road as well as the existing access points on Green Lane and Kings Drive.

In accordance with 'Layout and Access' plan (drawing reference 10930\_MP\_31 Rev E) the vehicular access to Development Phase 2 would be taken from King's Drive to the east of the site and Lacey Drive to the west (see plan at **Appendix 6**). The main spine road through Development Phase 2 will form part of the new central avenue and will be designed to agreed highway standards to allow for adoption by the Council. The detailed design of this road will be subject to a Section 38 agreement under the Highways Act (1980). However, the specifications of pavement width, carriageway width, materials and tree locations have been discussed with Highways Officers at this Reserved Matters stage to ensure that they are in accordance with the Council's standards.

Vehicular access to the basement car park in this phase is proposed from a temporary entrance from the new central avenue. When the adjacent phase comes forward the permanent basement entrance will be provided at the western end of Zone 2. The temporary entrance will then be blocked up to form a pedestrian route into the central courtyard. Pedestrian access to the central courtyard is also provided from the community square at the eastern end of the phase.

An Autotrack swept path analysis has been conducted to demonstrate that the internal layout indicated on the site plan operates effectively with regards to the movement of refuse, emergency and service vehicles. Since a large refuse vehicle is the largest of vehicles which is anticipated to access the site on a regular basis, this vehicle has been used in the assessment.

The proposal is considered to provide acceptable vehicular and pedestrian access in accordance with the parameters established by the Outline approval.

### *Trip Assessment*

The Transport Assessment (TA) submitted with the outline planning application established vehicular trip rates for the development. These are shown in Table 1 below:

	AM Peak (0800-0900)			PM Peak (1730-1830)		
	Arrive	Depart	Total	Arrive	Depart	Total
Private	0.12	0.38	0.50	0.33	0.17	0.50
Affordable	0.09	0.27	0.36	0.28	0.15	0.43

Table 1 – Vehicular Trip Rates



The applicants have submitted a Transport Planning Statement prepared by Russell Giles Partnership (RGP) transport planning consultants. The transport consultants have applied the trip rates from the outline application TA to the 107 affordable residential units proposed in Development Phase 2. This gives the following vehicular trips shown in Table 2 below.

	AM Peak (0800-0900)		PM Peak (1730-1830)	
	Arrive	Depart	Arrive	Depart
Affordable	10	29	30	16

Table 4: Vehicular Trips – Sterling Court

The above assessment has established the potential traffic generation of the proposed development. The data indicates that Development Phase 2 would generate 39 two-way vehicular trips in the AM peak hour and 46 two-way vehicular trips in the PM peak hour.

Whilst the overall redevelopment of Stonegrove and Spur Road Estates will result in an increase in vehicle trips on the local highway, the extra vehicle movements likely to be generated by this phase of the development can be accommodated within the capacity that currently exists on the highway network within the vicinity of the development.

Notwithstanding this, a contribution of £135,000 was secured through the Section 106 agreement at the Outline application stage towards alterations and improvements to the highway in the vicinity of the site. Initial studies carried out showed that there may be a number of simple highway improvements that can be made to the A410 (London Road) which is in the London Borough of Harrow which could reduce the amount of traffic that currently backs up through Canons Corner Roundabout and causes associated delays at the A41 roundabout. As a result, a contribution of £30,000 was also secured as part of the Section 106 package to fund a Route Management Study of the A410 to investigate traffic movements and suggest improvements, to address capacity issues. Council Highways Officers are currently undertaking preliminary surveys on the local roads to inform more detailed design work and future discussions with officers in Harrow so that improvements can be made using the Section 106 monies. These improvements, combined with the implementation of the Travel Plan for the development, will serve to mitigate any adverse impact.

This phase of the development is not considered to result in any significant detrimental traffic impact on the local road network.

*- Parking -*

The Outline planning consent approved a car parking ratio of 1 space per residential unit. The Transport Assessment for the outline planning application for regeneration noted that an additional 63 unallocated car parking spaces would be provided across the entire development site to cater for visitors and commercial vehicles.

Car parking for Development Phase 2 is proposed to comply with the 1:1 ratio established by the outline masterplan. 19 surface spaces will be provided for the houses and 88 spaces will be provided in a basement car park for the flats. Therefore a total of 107 spaces are proposed for the residential properties. 20 additional visitor spaces will also be provided in the basement car park.

The provision of 107 residential spaces and 20 visitor spaces is in accordance with the Outline planning approval. A condition is recommended which requires the applicant to submit a Car Parking Management Plan prior to the occupation of this phase.

One cycle parking space is provided for each household. 88 cycle spaces will be provided in the basement in secure rooms. Visitor cycle parking is also provided in the central courtyard. Each of the houses will have a cycle store. This provision is in accordance with the outline planning consent and London Plan standards.

*- Refuse and Recycling -*

Refuse and recycling storage for the flats is provided in the basement in store rooms adjacent to each of the stair/lift cores. The bin stores will accommodate 1100 litre eurobins and 360 litre wheelie bins for recycling. The management company for the development will move the refuse bins to a holding bay area near to the basement entrance on the day of collection. Standard refuse wheelie bins and recycling boxes will be provided for the houses.

Refuse arrangements and a collection regime is required to be submitted under conditions 59 and 60. The Council's Cleansing Department are required to be consulted on these details when they are submitted.

*- Related Highways Conditions -*

In addition to the information submitted under this reserved matters application, the following detailed information is still required to be submitted and approved for this zone under conditions attached to the Outline approval:

Condition 10 - details of vehicular access points into the internal highway layout within the development for each phase

Condition 11 - details of the car parking provision and turning spaces for each phase

Condition 12 - details of traffic calming measures for managing the road network within a particular zone

Condition 17 - works to be undertaken to existing adopted highways within each phase

Condition 22 - a scheme for the provision of facilities for the secure storage of cycles for each phase

These details will be submitted in due course and dealt with separately by officers under delegated powers.

## **Trees and Landscaping**

*- Trees -*

The outline approval establishes the principle of the removal of certain trees (including TPO trees) across the site in order to facilitate the redevelopment. The removal of 15 trees are required in this phase in accordance with the tree survey and details approved under the outline application. These are as follows:

- 1 category A tree;
- 10 category B trees (2 of which are covered by Tree Preservation Order); and

- 4 category R trees (these trees need to be removed because they are in poor condition).

On closer inspection of the plans the applicant's landscape architects have advised that an additional three trees should also be considered for removal. These trees are nos. T17, T19 and T43. The reasons for the suggested removal of these trees is stated below.

The proximity of these trees to the buildings always meant that their retention was in doubt. Through the preparation of detailed designs for the reserved matters, the proximity of these trees to the buildings is not desirable for potential residents and the subsequent disturbance to their crown and root systems would make their long term survival uncertain. Because of potential health and safety concerns with their retention their removal is now recommended. As a result a total of 18 trees will be removed in this phase.

Two stands of mature trees are being retained (tree T5 groups G4 and G1) and around 75 new trees will be planted (more details below). Conditions attached to the outline permission require details of tree protection to be submitted and approved and installed before the commencement of development within each phase.

#### *- Landscaping -*

The two main landscaped areas within Development Phase 2 are the central avenue and central courtyard which differ in their character and use.

The central avenue is a public tree lined street which forms the main route through the redevelopment. This area will be predominantly hard landscaped using materials acceptable for public adoption by the Council. The layby in front of the houses on the south side of the road will not be adoptable. Small front gardens with hedges and shrub planting are provided in front of the houses and blocks of flats that line the avenue. This provides a defensible space for the properties as well as space for residents to plant their own gardens. The avenue includes new trees to be planted along the adoptable highway. Varieties of hedgerow and farmland trees which have been adapted for urban planting are proposed to create a direct link with the greenbelt to the north. Street tree species include disease resistant Elm and an aphid free variety of Lime.

The central courtyard is a semi-public/communal area. The gardens of the ground floor flats back onto this space and it also provides pedestrian access to Block B/C. The courtyard is divided up into a series of smaller, more intimate garden spaces by timber pergolas and raised planters. This area is accessible to the public but is designed so as not to encourage it to become a thoroughfare. The courtyard will be connected to the public square to be located to the west of this phase, by a series of landscaped steps.

An area between Block B/C and the boundary of the London Academy has been allocated to create a community garden which can be used as part of the community food growing project which already exists on the estate. This area will include raised planting beds. The detailed design of this area will be subject to resident involvement. Access to the garden will be controlled through the future community centre which will be located on the western boundary of this phase.

The scheme provides approximately 3874.2sqm of private and shared amenity space. This includes soft landscape, communal garden areas. Private amenity space will be provided for each flat in the form of ground floor gardens, balconies or roof terraces.

The proposed landscape layout is considered to be acceptable and in accordance with the principles established by the indicative landscape strategy submitted with the Outline application.

The provisional palette of external landscape materials is the same as those being used in Zone 1 and Zone 6 to provide continuity in the public realm. Final details of planting species and other details will be submitted in due course under Condition 33 of the outline planning application which states:

*'Prior to the commencement of development for each phase as shown on the approved Phasing Plan the approved phasing plan ref: 10930 MP 46 - Rev.C dated 14 January 2008 (or any subsequent amendments to it that have been agreed in writing by the local planning authority) a scheme for hard and soft landscaping (in general conformity with the Rummey Design 'Trees, Planting and Biodiversity Strategies' document Revision A dated August 2007 submitted as part of this planning application) for that phase shall be submitted to and approved in writing by the local planning authority. The details of landscaping shall include the following:*

- *The position and spread of all existing trees, shrubs and hedges to be retained;*
- *Details of any proposed topping or lopping of any retained tree;*
- *A plan showing the location of, and allocating a reference number to, each existing tree which has a stem with a diameter, measured over the bark at a point 1.5 metres above ground level, exceeding 75mm, showing which trees are to be retained and the crown spread of each retained tree;*
- *Details of the species, diameter (measured in accordance with paragraph (iii) above, and the approximate height, and an assessment of the general state of health and stability, of each retained tree;*
- *New tree and shrub planting including species, plant sizes and planting densities;*
- *Means of planting, staking and tying of trees, including tree guards;*
- *Existing contours and any proposed alterations such as earth mounding;*
- *Areas of hard landscape works including paving and details, including samples, of proposed materials;*
- *Trees to be removed;*
- *Details of how the proposed landscaping scheme will contribute to wildlife habitat (ranging from ground cover to mature tree canopy), to the satisfaction of the Local Planning Authority;*
- *Timing of planting within each phase.'*

The above details will have to be submitted and approved by Officers prior to the commencement of the development in Development Phase 2.

### **Other Relevant Conditions**

The outline planning permission is subject to a significant number of additional conditions covering matters such as drainage, car parking layout, detailed landscaping, archaeology and construction methodology.

- Design Code -

Condition 2 of the outline planning permission requires the following:

*'Prior to the submission of reserved matters, being scale, appearance and landscaping (hereafter called the reserved matters) for each phase as identified on approved phasing plan ref: 10930 MP 46 - Rev.C dated 14 January 2008 (or any subsequent amendments to it that have been agreed in writing by the local planning authority), design codes shall be submitted to and approved in writing by the local planning authority. Each design code and shall be substantially in accordance with the Stonegrove and Spur Road Estate :Design Statement dated August 2007 and shall include:*

- *A three dimensional masterplan of that phase and its adjoining phases that shows clearly the intended arrangement of spaces and buildings, including massing, orientation, distribution of uses, densities, building lines and spaces;*
- *The design principles for that phase including information on dwelling types, palette of materials, parking, and information on the protection of residential amenity including privacy and overlooking;*
- *An assessment showing that each phase has been designed to accord with the BRE "Site Layout Planning for Sunlight and Daylight: A Guide to Good Practice"; and*
- *An assessment against the criteria established by Secure by Design and the Council's SPG "Designing to Reduce Crime".'*

A design code has been submitted and approved for Development Phase 2 (application reference H/00779/11) The Code sets out urban design principles for the ongoing design development of the site and covers issues such as street layout, block principles, massing, building height, hierarchy of public spaces and public realm principles, car parking strategies, boundary treatment and building materials and details.

The applicants also submitted a Daylight, Sunlight and Overshadowing report prepared by Brooke-Vincent and Partners (BVP) consultants to accompany the design code. The report demonstrates how the buildings within Development Phase 2 comply with the BRE guidelines for daylight and sunlight and shows that there is no significant overshadowing of buildings within the zone or neighbouring properties.

#### *- Sustainability -*

Sustainability is a key aspect of the regeneration to ensure that efficient new homes are provided to meet the latest energy and sustainability criteria.

All of the dwellings in the overall redevelopment of Stonegrove will be built to Code for Sustainable Homes Level 3 standards as is specified in Condition 58. In addition Condition 57 requires a sustainability framework to be prepared for each phase which applies the principles of the approved Sustainability Strategy. This will have to be discharged for Development phase 2 prior to commencement of any construction.

The development incorporates a number of sustainability measures tackling the following areas:

- Sustainable transport
- Water Use and Flood Management
- Energy Production, Use and Conservation
- Sustainable Buildings
- Materials

- Pollution
- Health and Well Being
- Biodiversity
- Waste
- Sustainable Construction

The overall development has been designed to minimise its impact on the environment with a particular emphasis on using less energy. The regeneration includes the provision of an Energy Centre which will provide the heating and hot water requirements of the homes throughout the development. The Energy Centre will be provided in the next phase of the regeneration. In the mean time a Combined Heat and Power (CHP) plant has been built in the first phase of the development. This highly efficient gas fired boiler generates electricity using a turbine which is then sold back to the grid. The excess heat from this process provides heating for hot water and space heating for all of the flats in Phase 1 and has been designed to be big enough to provide heating and hot water for all the units in Phases 2, 3 and this phase.

#### **4. EQUALITIES AND DIVERSITY ISSUES**

Residents of the Stonegrove and Spur Road Estates were involved in the preparation and design of the masterplan from the outset. Resident participation and engagement has been at the heart of the proposals.

This reserved matters application will enable Barratt Homes to continue to deliver the regeneration of Stonegrove and Spur Road Estates which will provide greatly improved standards of housing for residents. The regeneration scheme will provide a new area of mixed tenure housing and will make this part of the Borough a better place to live, leading to improved community cohesion in an area with a highly diverse population.

All of the flats within the scheme are designed to meet Lifetime Homes standards. The applicants have submitted a checklist which sets out how the development achieves the Lifetime Homes standards.

The scheme promotes access to wheelchair users and guests. All entrances to each building are through level thresholds. Links between floors are provided via DDA compliant staircases and lifts which meet the requirements of Part M of the Building Regulations.

The proposals therefore remain in accordance with national, regional and local policy by establishing a high quality inclusive design, providing an environment which is accessible to all and which can be maintained over the lifetime of the development.

The proposals do not conflict with either Barnet Council's Equalities Policy or the commitments set in its Equality Scheme, and support the Council in meeting its statutory equality responsibilities.

#### **5. CONCLUSION**

Development Phase 2 represents a pivotal stage of the regeneration of Stonegrove and Spur Road Estate and will deliver 107 social rented affordable housing units including 19 houses, which will enable the future re-housing of the majority of the remaining secure tenants within the estates. It therefore has an important role to play in the decant strategy

for the development and will unlock the later phases.

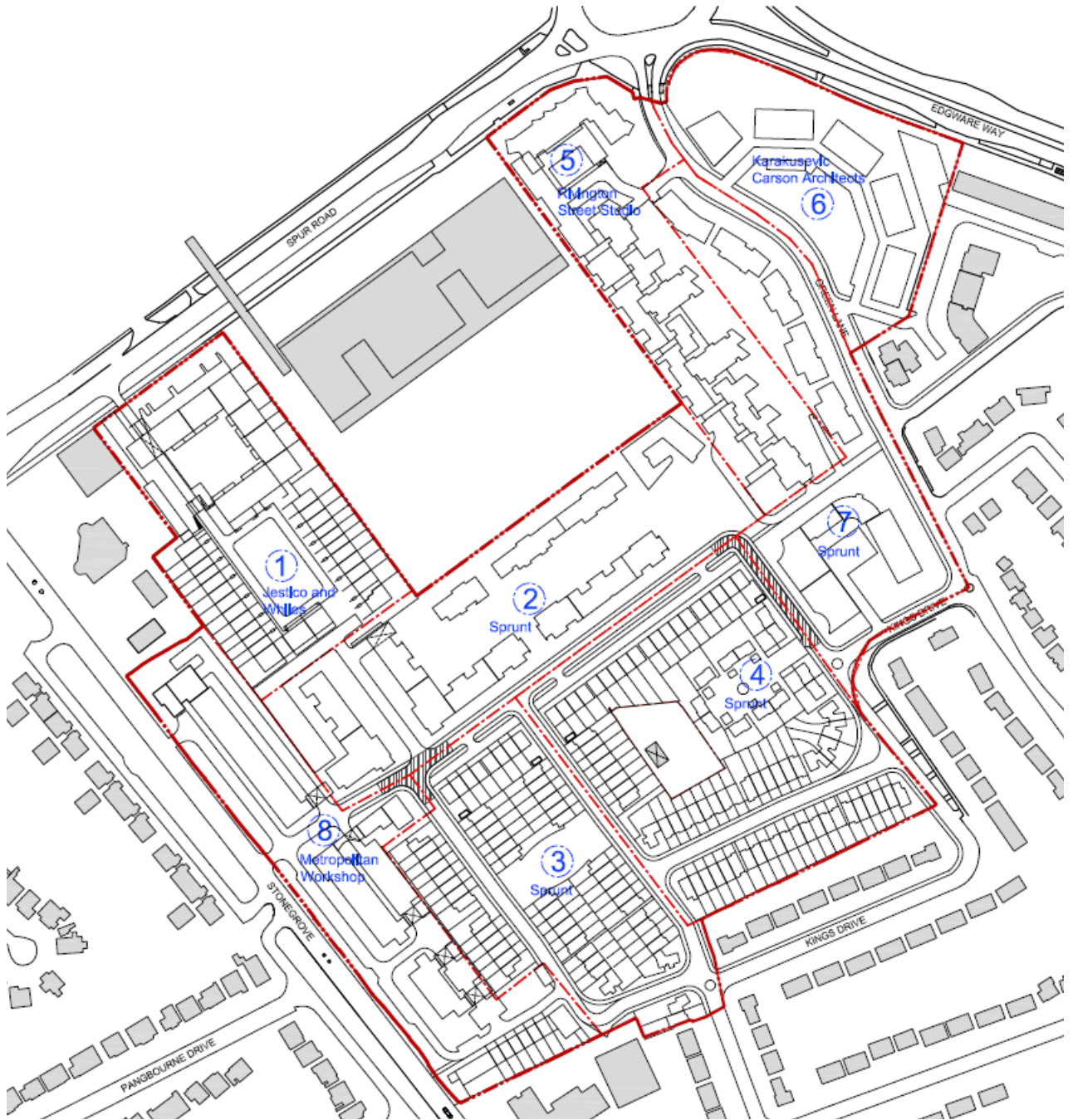
The plans submitted are considered to comply with the parameters established by the outline consent approved under reference W13582/07. The locations and heights of the buildings accord with the approved masterplan.

The scheme will deliver high quality, sustainable, spacious residential accommodation in excess of the space standards set out in the Council's adopted SPD and in compliance with the standards set out in the Draft Replacement London Plan.

The architectural approach is considered be appropriate and will deliver high quality contemporary buildings including traditional features such as bays and pitched roofs. The use of brick throughout this phase will provide a robust material and will relate to the other phases already approved. The overall layout and design of the buildings and landscape is considered to create a high quality residential environment and enhanced public realm.

All relevant policies contained within the Adopted UDP, the Mayor's London Plan, Planning Policy Statements and Supplementary Planning Documents, have been fully considered and taken into account by the Local Planning Authority. Accordingly, the application is recommended for **APPROVAL**.

# APPENDIX 1 – Approved Character Zones





**APPENDIX 2 – Development Phase 2 within Approved Masterplan**



### APPENDIX 3 – Programme of Development Approved to Date

Outline	Total Units	Social Rented	Shared Ownership	Private Sale	Date Approved	Status
Outline Consent (including Penniwell Close)	999	325	154	520	October 2007	Approved
<b>Phase</b>						
Penniwell Close	62	45	17	0	April 2006	Complete and occupied
Phase 1 (Zone 1)	116	65	13	38	October 2007	Complete and occupied
Phase 2 (Zone 6)	98	45	17	36	September 2009	Under construction
Phase 3 (Zone 5A)	67	0	0	67	February 2010	Under Construction
Development Phase 2	107	107	0	0	Current	Reserved Matters Submitted
<b>Total Units to date (including this application)</b>	<b>388</b>	<b>262</b>	<b>47</b>	<b>141</b>		
<b>Units Remaining</b>	<b>611</b>	<b>63</b>	<b>107</b>	<b>379</b>		

**APPENDIX 4 – Images of Proposed Buildings within Development Phase 2**



Terraced houses along central avenue



View within central courtyard

## APPENDIX 5 – Residential Space Standards

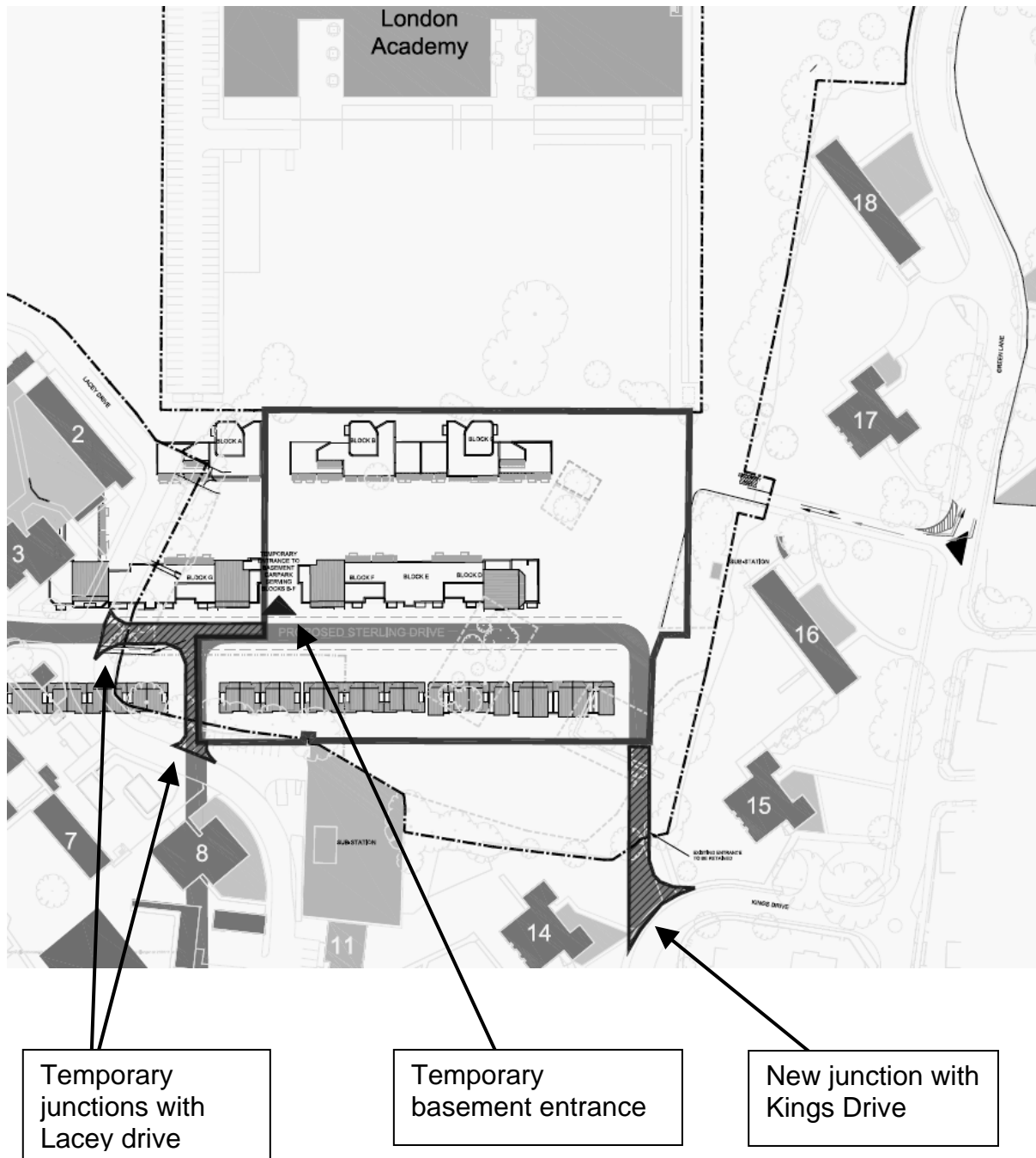
Space Standards from Barnet Sustainable Design and Construction SPD

Dwelling Type	Area in Square Metres
1 Bedspace	30m <sup>2</sup> to 35m <sup>2</sup>
2 Bedspaces	45m <sup>2</sup> to 50m <sup>2</sup>
3 Bedspaces	57m <sup>2</sup> to 67m <sup>2</sup>
4 Bedspaces	67m <sup>2</sup> to 75m <sup>2</sup>
5 Bedspaces (1 storey)	75m <sup>2</sup> to 85m <sup>2</sup>
5 Bedspaces (2 storey)	82m <sup>2</sup> to 85m <sup>2</sup>
6 Bedspaces (1 storey)	85m <sup>2</sup> to 95m <sup>2</sup>
6 Bedspaces (2 storey)	95m <sup>2</sup> to 100m <sup>2</sup>
6 Bedspaces (3 storey)	100m <sup>2</sup> to 105m <sup>2</sup>
7 Bedspaces (2+ storey)	108m <sup>2</sup> to 115m <sup>2</sup>
7+ Bedspaces	Add 10m <sup>2</sup> per bedspace

Table 3.3 from the Draft Replacement London Plan - Minimum space standards for new development

Minimum dwelling by floor area	Dwelling type (bedroom/ persons)	Essential GIA (sq m)	
Flats	1b2p	50	
	2b3p	61	
	2b4p	70	
	3b4p	74	
	3b5p	86	
	3b6p	100	
	4b5p	90	
	4b6p	99	
	2 storey houses	2b4p	83
		3b4p	86
3b5p		96	
4b5p		100	
4b6p		107	
3 storey houses	3b5p	102	
	4b5p	106	
	4b6p	113	

## APPENDIX 6 – Location of Vehicular Access to Development Phase 2



Temporary junctions with Lacey drive

Temporary basement entrance

New junction with Kings Drive

**SITE LOCATION PLAN:  
Zone 5A, Stonegrove and Spur Road Estates, Edgware, London, HA8 8BT**

**REFERENCE: H/04521/09**

