

MEETING

PLANNING AND ENVIRONMENT COMMITTEE

DATE AND TIME

MONDAY 22 APRIL, 2013

AT 7.00 PM

VENUE

HENDON TOWN HALL, THE BURROUGHS, NW4 4BG

TO: MEMBERS OF PLANNING AND ENVIRONMENT COMMITTEE (Quorum 3)

Chairman: Councillor Wendy Prentice (Chairman),
Vice Chairman: Councillor Maureen Braun (Vice-Chairman)

Councillors

Anita Campbell	Mark Shooter	Andreas Tambourides
Jack Cohen	Agnes Slocombe	Jim Tierney
John Marshall	Stephen Sowerby	

Substitute Members

Alison Cornelius	Lord Palmer	Reuben Thompstone
Claire Farrier	Barry Rawlings	Darrel Yawitch
Sury Khatri	Alan Schneiderman	
Graham Old	Andrew Strongolou	

You are requested to attend the above meeting for which an agenda is attached.

Andrew Nathan – Head of Governance

Governance Services contact: Maria Lugangira 020 8359 2761

Media Relations contact: Sue Cocker 020 8359 7039

ASSURANCE GROUP

ORDER OF BUSINESS

Item No	Title of Report	Pages
1.	Minutes	
2.	Absence of Members	
3.	Disclosable Pecuniary interests and Non Pecuniary interests	
4.	Public Question Time (if any)	
5.	Members Item (if any)	
6.	Report of the Acting Assistant Director of Planning and Development Management:	
	East Finchley Ward	
7.	Martin Primary School, Plane Tree Walk, London, N2 9JP - F/00550/13	1 - 16
	Edgware Ward	
8.	Stonegrove and Spur Road Estate, Edgware, HA8 8BT - H/00233/13	17 - 82
	Mill Hill Ward	
9.	Phase 1, Millbrook Park (former Inglis Barracks), Mill Hill East, London, NW7 1PZ - H/04080/12	83 - 144
10.	Phase 3 (POS), Phases 3, 4a, 4b, 5, 10, 11 and part of Phase 7 of Millbrook Park (site of former Inglis Barracks), Mill Hill East, London, NW7 1PZ - H/00668/13	145 - 186
	West Finchley Ward	
11.	Moss Hall School, Moss Hall Grove, London, N12 8PE - F/00569/13	187 - 206
12.	Any item(s) that the Chairman decides are urgent	

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LOCATION: Martin Primary School, Plane Tree Walk, London, N2 9JP
REFERENCE: F/00550/13 **Received:** 09 February 2013
WARD(S): East Finchley **Accepted:** 12 February 2013
Expiry: 14 May 2013 **AGENDA ITEM 7**

Final Revisions:

APPLICANT: London Borough of Barnet

PROPOSAL: School expansion from 2 Form Entry to 3 Form Entry. New single-storey extension, relocation of the temporary classroom and new two storey extension. New Swale in existing orchard with associated fencing. New entrance gates with changes to levels, new gates to playing fields, new bin enclosure and new railings. Changes to landscaping in proposed car parking and relocation of outdoor equipment. Demolition 3no existing air-shelters and create new MUGA and parking/cycling facilities.

RECOMMENDATION: APPROVE SUBJECT TO CONDITIONS

1. The development hereby permitted shall be carried out in accordance with the following approved plans: Ground Investigation & Geotechnical Design Report by Mouchel; Planning Statement by Mouchel; Transport Assessment by URS; Design & Access Statement by Mouchel; School Travel Plan; BS5837 Tree Schedule; Ecology Report by Land Management Services Ltd; Drawing no. 3000 RevP1; Drawing no. 3001 RevP1; Drawing no.3901 RevP5; Drawing no.3040 RevP; Drawing no.3024 RevP; Drawing no.3023 Rev P3; Drawing no. 221105-F-01 Drawing no.221105-F-02; Drawing no.3030 RevP3; Drawing no.3022 RevP4; Drawing no.3020 RevP4; Drawing no.3011 RevP5; Drawing no. 13-01 1F-1 (Amendments date received 26-Feb-2013).

Reason:

For the avoidance of doubt and in the interests of proper planning and so as to ensure that the development is carried out fully in accordance with the plans as assessed in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012) and CS NPPF and CS1 of the Adopted Barnet Core Strategy DPD (2012).

2. This development must be begun within three years from the date of this permission.

Reason:

To comply with Section 51 of the Planning and Compulsory Purchase Act, 2004.

3. The development shall be implemented in accordance with levels details as shown on the hereby approved drawings.

Reason:

To ensure that the development is carried out at suitable levels in relation to

the highway and adjoining land having regard to drainage, gradient of access, the safety and amenities of users of the site, the amenities of the area and the health of any trees or vegetation in accordance with policies DM01 and DM04 of the Adopted Barnet Development Management Policies DPD (2012), CS NPPF, CS1, CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012) and 7.4, 7.5, 7.6 and 7.21 of the London Plan 2011.

4. Before construction of the new teaching block starts on site, details of the materials to be used for the external surfaces of the building shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with such details as approved.

Reason:

To safeguard the character and visual amenities of the site and wider area and to ensure that the building is constructed in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012), CS NPPF and CS1 of the Adopted Barnet Core Strategy DPD (2012) and 1.1, 7.4, 7.5 and 7.6 of the London Plan 2011.

5. Before construction of the MUGA starts on site, details of the materials to be used for the hard surfaced areas shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with such details as approved.

Reason:

To safeguard the character and visual amenities of the site and wider area and to ensure that the building is constructed in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012), CS NPPF and CS1 of the Adopted Barnet Core Strategy DPD (2012) and 1.1, 7.4, 7.5 and 7.6 of the London Plan 2011.

6. The new building shall be used as a Primary School and no other purpose (including any other purpose in Class D1 of the Schedule to the Town and Country Planning (Use Classes) Order, 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order, with or without modification).

Reason:

To enable the Local Planning Authority to exercise control of the type of use within the category in order to safeguard the amenities of the area.

7. No construction work resulting from the planning permission shall be carried out on the premises at any time on Sundays, Bank or Public Holidays, before 8.00 am or after 1.00 pm on Saturdays, or before 8.00 am or after 6.00pm on other days.

Reason:

To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties in accordance with policy DM04 of the Adopted Barnet Development Management Policies DPD (2012).

8. A scheme of hard and soft landscaping, including details of existing trees to be retained, shall be submitted to and agreed in writing by the Local Planning Authority before the development, hereby permitted, is commenced.

Reason:

To ensure a satisfactory appearance to the development in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012) and 7.21 of the London Plan 2011 and CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012).

9. All work comprised in the approved scheme of landscaping shall be carried out before the end of the first planting and seeding season following occupation of any part of the buildings or completion of the development, whichever is sooner, or commencement of the use.

Reason:

To ensure a satisfactory appearance to the development in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012) and CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012) and 7.21 of the London Plan 2011.

10. Any existing tree shown to be retained or trees or shrubs to be planted as part of the approved landscaping scheme which are removed, die, become severely damaged or diseased within five years of the completion of development shall be replaced with trees or shrubs of appropriate size and species in the next planting season.

Reason:

To ensure a satisfactory appearance to the development in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012) and CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012) and 7.21 of the London Plan 2011.

11. No fencing or floodlighting shall be installed around the MUGA.

Reason:

To preserve the openness of Metropolitan Open Land and the amenity of neighbouring residents.

12. Before any lighting is installed onto any part of the hereby approved buildings / extension, details shall be submitted to and approved in writing by the Local Planning Authority. Lighting fixtures shall be implemented as approved and retained as such.

Reason:

To protect the amenity of neighbouring residents.

13. Provisions shall be made within the site to ensure that all vehicles associated with the construction of the development hereby approved are properly washed and cleaned to prevent the passage of mud and dirt onto the adjoining highway.

Reason:

To ensure that the development does not cause danger and inconvenience to users of the adjoining pavement and highway.

14. The development shall meet a "Very Good" BREEAM rating. Before the development is first occupied, the developer shall submit certification of this selected generic environmental standard.

Reason:

To ensure that the development is sustainable and complies with Strategic and Local Policies in accordance with policy DM02 of the Adopted Barnet Development Management Policies DPD (2012), the adopted Sustainable Design and Construction Supplementary Planning Document (June 2007) and policies 5.2 and 5.3 of the London Plan (2011).

15. Vehicular parking spaces shown on drawing No. 3011 Rev. P3 submitted with the planning application shall be provided and the parking spaces shall be used only as agreed and not be used for any purpose other than the parking and turning of vehicles in connection with approved development.

Reason:

To ensure that adequate and satisfactory provision is made for the parking of vehicles in the interests of pedestrian and highway safety and the free flow of traffic in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

16. Before the development hereby permitted is occupied, Cycle parking spaces shall be provided in accordance with the submitted planning application and that area shall not thereafter be used for any purpose other than for the parking of cycles associated with the development.

Reason:

To ensure and promote easier access for disabled persons to the approved building in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012 which in turn refers to London Plan Parking Standards.

17. No site works or works on this development including demolition or construction work shall commence until a Demolition, Construction and Traffic Management Plan has been submitted to and approved in writing by the Local Planning Authority. All works must be carried out in full accordance with the approved details.

Reason:

In the interests of highway safety in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

18. Before the permitted development is occupied a full Delivery and Servicing Plan (DSP) shall be submitted to and agreed by the Local Planning Authority.

Reason:

In the interest of highway safety in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

19. Before the development is occupied a School Travel Plan shall be submitted to and approved by the Local Planning Authority that meets the criteria in the Transport for London's guidance booklet "What a School Travel Plan should contain" and should include the appointment of a Travel Plan Champion. The Travel plan should be reviewed annually in accordance with the target set out in the Travel Plan.

Reason:

To encourage the use of sustainable forms of transport to the site in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

20. Before demolition starts on site a Construction Management Plan (CMP) shall be carried out and submitted to and approved in writing by the Local Planning Authority.

Reason:

To protect the amenity of neighbouring residents in accordance with policy DM04 of the Adopted Barnet Local Plan Development Management Policies DPD (2012).

21. In the event of extraction and ventilation equipment being installed on site, details of the equipment shall be submitted to and approved by the Local Planning Authority before their installation and implemented in accordance with agreed details.

Reason:

To ensure that the proposed development does not prejudice the enjoyment or amenities of occupiers of adjoining residential properties in accordance with policies DM04 of the Adopted Barnet Development Management Policies DPD (2012) and 7.15 of the London Plan 2011.

22. Details of the bomb survey shall be passed on to contractors and other relevant stakeholders before construction starts on site.

Reason:

To protect the amenities of the area.

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 Mayor's London Plan: July 2011 and the Adopted Barnet Core Strategy (2012) and Development Management Policies DPD (2012).

In particular the following policies are relevant:

National Planning Policy Framework

Town and Country Planning (Environmental Impact Assessment) Regulations 2011

The Mayor's London Plan: July 2011: 3.18, 5.2, 5.3, 5.7, 5.21, 6.13, 7.4, 7.6, 7.14, 7.15, 7.17, 7.19.

Relevant Local Plan Core Strategy Policies: CSNPPF, CS1, CS5, CS7, CS9, CS10, CS13.

Relevant Local Plan Development Management Policies: DM01, DM02, DM03, DM04, DM06, DM13, DM15, DM16, DM17.

- ii) The proposal is acceptable for the following reason(s): The proposed new building, alterations to the main school and associated alterations to the site would result in a suitable addition to the school complex that would respect the character and appearance of this part of the Borough and would respect the setting of the nearby Metropolitan Open Land. The proposals would not impact detrimentally on the residential amenity of neighbouring residents and users. The new building would provide improved facilities to existing and future pupils and staff and will help ensure that there are sufficient school places for the residents of the Borough. The proposals are acceptable on highways grounds.

- iii) In accordance with paragraphs 186 and 187 of the NPPF, the Council takes a positive and proactive approach to development proposals, focused on solutions. The Local Planning Authority has produced planning policies and written guidance to guide applicants when submitting applications. These are all available on the Council's website. A pre-application advice service is also offered. The Local Planning Authority has negotiated with the applicant / agent where necessary during the application process to ensure that the proposed development is in accordance with the Council's relevant policies and guidance.

- iv) In this case, formal pre-application advice was sought prior to submission of the application.

2. Highways informatives:

If the development is carried out it will be necessary for any existing redundant vehicular crossover(s) to be reinstated to footway level by the Highway Authority at the applicant's expense. You may obtain an estimate for this work from the Environment, Planning and Regeneration Directorate, Building 4, North London Business Park (NLBP), Oakleigh Road South, London N11 1NP.

For construction works adjacent to the public highways, the applicant must contact the council's First Contact on 0208 359 2000 for any necessary Highways Licenses.

Any details submitted in respect of the Demolition and Construction Management Plan above shall control the hours, routes taken, means of access and security procedures for construction traffic to and from the site and the methods statement shall provide for the provision of on-site wheel cleaning facilities during demolition, excavation, site preparation and construction stages of the development, recycling of materials, the provision of on-site car parking facilities for contractors during all stages of development (Excavation, site preparation and construction) and the provision on site of a storage/delivery area for all plant, site huts, site facilities and materials and a community liaison contact and precautions to minimise damage to trees on or adjacent to the site.

The London Plan promotes electric vehicle charging points with 20% active and 20% passive provision and should be provided. The parking layout should include provision of electric charging points for all elements of the development.

3. The CMP required by condition 20 must address any pollution issues that may arise during the development. Where parts of the school structure are to be demolished/disassembled and re-built as part of the proposed plans, there is a possibility that Asbestos may be uncovered. Appropriate measures for dealing with asbestos will need to be covered in the CMP. Mitigation methods to reduce the effects of dust on the children on attending the school during term time will need to be established. In conjunction with this, consideration needs to be given to the mitigation of dust which may affect local residents during term time and the school holidays.

1. MATERIAL CONSIDERATIONS

National Planning Policy Framework

The Mayor's London Plan: July 2011: 3.18, 5.2, 5.3, 5.7, 5.21, 6.13, 7.4, 7.6, 7.14, 7.15, 7.17, 7.19.

Relevant Local Plan Core Strategy Policies: CSNPPF, CS1, CS5, CS7, CS9, CS10, CS13.

Relevant Local Plan Development Management Policies: DM01, DM02, DM03, DM04, DM06, DM13, DM15, DM16, DM17.

Relevant Planning History:

Application: Planning
Validated: 20/05/2009
Status: DEC
Summary: APC
Description: Erection of a single storey extension to the northeast elevation to provide an additional classroom. Internal alterations.

Number: F/01739/09
Type: APF
Date: 29/06/2009
Case Officer: Fabien Gaudin

Application: Planning
Validated: 04/08/2009
Status: DEC
Summary: APC
Description: 2 No. roof lights to classroom extension (Variation to planning permission F/01739/09 for erection of a single storey extension to the northeast elevation to provide an additional classroom. Internal alterations.)

Number: F/02800/09
Type: APF
Date: 07/09/2009
Case Officer: Fabien Gaudin

Application: Planning
Validated: 13/07/2011
Status: DEC
Summary: APC
Description: Erection of single storey mobile classroom.

Number: F/02857/11
Type: APF
Date: 19/08/2011
Case Officer: Robert Marchant

Application: Planning
Validated: 26/07/2010
Status: DEC
Summary: APC
Description: Erection of single storey modular classroom.

Number: F/03061/10
Type: APF
Date: 20/09/2010
Case Officer: Elizabeth Thomas

Consultations and Views Expressed:

Neighbours Consulted: 478 Replies: 1
Neighbours Wishing To Speak 0

The objections raised may be summarised as follows:

- increase in car parking
- increase in parking pressure
- concerns about out of school hours activities

Internal /Other Consultations:

Environmental Health – no objection
Environment Agency - no response
Traffic and Development (F&GG) - no objection
Sport England - no response
East Finchley Allotments – no response
Transport for London - no objection

Date of Site Notice: 21 February 2013

2. PLANNING APPRAISAL

Site description:

Martin School is a primary school located on East Finchley High Road close to its junction with Church Lane. The site is bordered by land designated as Metropolitan Open Land (MOL). This part of the MOL is used by the school for their sports

facilities. The rear of the school backs onto allotments which are accessed via Cherry Tree Walk.

The school typically accommodates 420 pupils. However, the school has confirmed that currently it is accommodating 536 pupils. There are 80 staff members comprising 27 full-time and 53 part-time. Currently, there are 22 formal staff vehicle parking spaces including 2 disabled parking spaces and a number of informal car parking spaces within the site. There are also 20 cycle parking spaces and facilities to park scooters for pupils but currently there are no cycle parking spaces for staff on site.

Proposals:

The application seeks permission for the expansion of the school from a 2 Form Entry to a 3 Form Entry. The expansion would include:

- New single-storey extension
- Relocation of the temporary classroom
- New two storey extension.
- New Swale in existing orchard with associated fencing.
- New entrance gates with changes to levels
- New gates to playing fields
- New bin enclosure and new railings
- Changes to landscaping in proposed car parking and relocation of outdoor equipment
- Demolition 3no existing air-shelters and create new MUGA and parking/cycling facilities.

The expansion would equate to an intake of 630 pupils when works are completed. Taking into consideration that the school currently accommodates 536 pupils, the net addition in pupil numbers would be 94 pupils. An additional 9 staff comprising 5 full time and 4 part time staff will be employed at the school following expansion.

Background:

The Corporate Plan 2012-2013 has a corporate priority of 'Sharing opportunities, sharing responsibilities' that has a strategic objective of "ensuring that every school is a good school for every child", under which the Council will 'ensure sufficient primary and secondary school places are available to meet demand by delivering a programme of permanent and temporary expansions'

Ensuring there are sufficient school places is also a key component of the Barnet Children and Young People's Plan 2010/11 – 2012/13. Furthermore, as a Local Authority, the Council has a statutory duty to offer a school place to every child of school age in the Borough who requests one.

Barnet's projected population for the next ten years will increase and change existing communities. There will be a marked increase in the number of children aged between 5-14 years old.

There is currently a high volume of demand for school places in the borough both at Primary and Secondary level. The Council is investing in Primary Schools to increase capacity in order to meet the rising demand.

Principle of expansion:

Educational uses have been highlighted by the Secretary of State for Communities and Local Government as a priority. National policy states that “Local planning authorities should: give great weight to the need to create, expand or alter schools”. (NPPF: paragraph 72)

The Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. The NPPF advises that local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education.

Core Strategy Policy CS10 (Enabling Inclusive and Integrated Community Facilities and Uses) states that the council will work with our partners to ensure that community facilities including schools are provided for Barnet’s communities. The policy states that the Council will ensure that our programmes for capital investment in schools and services for young people address the needs of a growing, more diverse and increasingly younger population.

Development Management Policy DM13 (Community and education uses) of the Adopted Local Plan states that educational uses should be located where they are accessible by public transport, walking and cycling, preferably in town centres or local centres. New community or educational uses should ensure that there is no significant impact on the free flow of traffic and road safety. New community or educational uses will be expected to protect the amenity of residential properties.

The current application has been submitted as part of the Council’s programme for capital investment in schools. It is considered that the site is large enough to accommodate the additional pupils and staff without causing harm to the amenity of neighbouring residential properties. The principle of expansion on this site is supported.

Impact of character and amenities of the area (including MOL):

Development Management Policy DM01 relates to protecting Barnet’s character and amenity. It states that all development should represent high quality design which demonstrates high levels of environmental awareness and contributes to climate change mitigation and adaptation. It further states that development proposals should be based on an understanding of local characteristics and should preserve or enhance local character and respect the appearance, scale, mass, height and pattern of surrounding buildings, spaces and streets.

National guidance makes it clear that good design is indivisible from good planning and a key element in achieving sustainable development. It makes it clear that design which is inappropriate in its context, or which fails to take the opportunities available for improving the character and quality of an area should not be accepted. The statement also points out that although visual appearance and the architecture of buildings are factors in achieving high quality design, securing high quality design goes far beyond aesthetic consideration. It then makes it clear that good design also involves integrating development into the existing urban form and built environment.

The proposed two-storey building has been designed to take into account the existing school buildings. Its height is comparable to the height of the existing buildings. Although its design is relatively simple, it is considered that it fits the purposes of the building and reflects its use as an educational facility. The appearance and use of materials would complement the existing school complex and preserve the local character of this part of the Borough.

The proposed single storey extension to the school building and associated alterations to the site would be suitable additions to the site that would not harm the character of this part of East Finchley.

Metropolitan Open Land

Development Management Policy DM15 (Green Belt and Open Spaces) states that development adjacent to Metropolitan Open Land should not have a detrimental impact on visual amenity and respect the character of its surroundings. The proposed extensions and alterations to the main school site forming part of the current application are considered to have the least impact on the neighbouring Metropolitan Open Land. The buildings and extensions would not encroach within MOL land. It is not considered that views of the building from the MOL land would be detrimentally affected.

Development Management Policy DM15 (Green Belt and Open Spaces) states that development proposals in Green Belt are required to comply with the NPPF (paragraphs 79 to 92). In line with the London Plan the same level of protection given to Green Belt land will be given to Metropolitan Open Land (MOL).

Paragraph 88 of the NPPF states that when considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt.

The Development Management Policy DPD define appropriate development in MOL as essential facilities for outdoor sport and recreation and uses which complement and improve access to, and which preserve the openness and do not conflict with the objectives of MOL.

The construction of the MUGA (required for a 3-form entry school) in an area already used by the school for sports activities is considered an appropriate form of development in MOL. The MUGA will not be fenced or floodlit and would therefore preserve the openness of the MOL.

In order to enable the construction of the single storey extension to the building, it will be necessary to temporarily move the existing temporary classroom within the MOL. It is considered that this move is necessary to enable to building works on site and as such the installation of a temporary structure in MOL is not considered to warrant refusal. The provision of limited parking spaces within MOL (where existing parking is provided currently) is also not objectionable.

Development Management Policy DM01 states that development proposals should be designed to allow for adequate daylight, sunlight, privacy and outlook for adjoining and potential occupiers and users. Due to the siting of the new building and extensions to the existing school away from neighbouring properties, it is not considered that the proposals would have a demonstrable harmful impact on the

daylight, sunlight, privacy and outlook of neighbouring residents and users. The overall proposals would provide improved standards of accommodation for existing and future pupils and staff.

Lighting is proposed around the school buildings. A condition is recommended to obtain details of the equipment before installation.

None of the trees on site are protected. Trees along the edge of the MOL land which currently form natural screening to the school complex are to be retained. Standard landscaping planning conditions are recommended to ensure a satisfactory appearance of the development.

Development Management Policy DM16 (Biodiversity) states that when considering development proposals the council will seek the retention and enhancement, or the creation of biodiversity. The applicant has provided a biodiversity survey which concludes that the development proposals will have no impact on any of the habitats present. No further surveys or mitigation is required.

Highways issues:

Parking / Cycling provision:

27 staff car parking spaces have been proposed including 5 new parking spaces.

A minimum of 72 cycle parking spaces would need to be provided as recommended by Transport for London (TfL) Cycle parking standards. However, the school is proposing a total of 60 cycle parking spaces comprising 40 new cycle parking spaces and 20 existing cycle parking spaces. Although the proposed cycle parking provisions is less than recommended by TfL, the provision is based on the school's travel modal split and is considered adequate to cater for the school's current needs and allow for any increase in future demand for cycle parking.

Access Arrangements:

The vehicular access to the site is from Plane Tree Walk which is an unadopted road and is accessed directly from A1000. Plane Tree Walk also provides access for the allotments that are located to the northeast of the school site. The access is limited only to staff, service vehicles and the allotment users.

Pedestrian access to the school is from Plane Tree Walk. There is an existing signalised pedestrian crossing on A1000 High Road fronting the site and an existing zebra crossing across Church Lane at its junction with A1000 High Road in close proximity of the school.

Trip Generation:

Development Management Policy DM17 (Travel impact and parking standards) states that in considering planning applications for new development, the council will require developers to submit a full Transport Assessment (as defined by Department for Transport threshold) where the proposed development is anticipated to have significant transport implications in order to ensure that these impacts are considered. A Transport Assessment has been submitted with the application.

The school currently accommodates 536 pupils. The proposal is to increase the number of pupils to 630, an increase of 94 pupils. This will result in additional 184 person trips during the AM peak, 175 person trips during the afternoon period and an additional 8 person trips in the PM peak.

The net difference in vehicular trip generation is proposed to increase by 15 vehicular trips during the morning period, 10 vehicular trips during the afternoon period and 5 additional vehicular trips during the evening period. Highways officers have advised that these additional trips and parking activity can be accommodated on the existing road network in the vicinity of the development.

However, there is a significant increase of over 100 pedestrian trips to the school.

New engineering measures are being introduced in the vicinity of the site to further improve pedestrian accessibility to the school as follows:

- A 20 MPH Zone in Church Lane
- A Zebra Crossing facility in Creighton Avenue close to the junction of A1000 High Road.

Highway impact Assessment:

A highway impact assessment of the proposed development on the local highway network has been carried out. The following junctions were located within the study area were assessed with and without the proposed school expansions.

- Plane Tree Walk/High Road(1000)
- Church Lane/High Road (A1000)

The assessment indicates that projections for both of the junctions show that the junctions are likely to operate within capacity during the AM and PM peak with the additional development traffic. Highways officers have advised that the highway impact assessment provided is acceptable.

Personal Injury Accidents:

Accident data for a 36-month period up to September 2012 was analysed in order to identify accident hotspots and any local accident trends which might affect the safety of children attending Martin Primary School. No accident trends or patterns were observed in the vicinity of the school which are likely to be exacerbated by the expansion of the school.

Travel Plan:

A full Travel Plan will need to be provided and this is conditioned.

The Council's highways section supports the application subject to conditions. They have requested conditions and the submission of a full Travel Plan and a monitoring contribution of £5,000 to monitoring of the objectives of the Travel Plan.

Environmental Considerations

Environmental Health officers have not raised objections to the proposals.

They have recommended that a Construction Management Plan (CMP) is carried out

and submitted prior to any works being carried out. Where parts of the school structure are to be demolished / disassembled and re-built as part of the proposed plans, there is a possibility that Asbestos may be uncovered. The CMP will address any pollution issues that may arise during the development.

As with all construction projects, dust will inevitably be produced on site. Mitigation methods to reduce the effects of dust on the children on attending the school during term time will need to be established. In conjunction with this, consideration needs to be given to the mitigation of dust which may affect local residents during term time and the school holidays.

Raw material deliveries may cause disruption/congestion within the area. Deliveries should be arranged to minimise disruption to the area and should avoid being carried out during unsociable hours to avoid night time disturbance. In addition to this the contractors / consultants plan should incorporate previous findings from the ground investigation and Geotechnical design report (March 2013) and the unexploded bomb survey.

Sustainable Design and Construction

The applicant has provided a renewable energy feasibility report. The report demonstrates how the targets for carbon dioxide emissions reduction are to be met within the framework of the energy hierarchy. The building has been designed to achieve a BREEAM rating of Very Good and 25% of CO₂ reduction over the 2010 Building Regulations. The scheme incorporates renewal energy technology in the form of PV panels. Sustainability is also considered in the selection of materials, building services, lighting systems and controls and use of water.

Environmental Impact Assessment Regulations:

The development for which consent is sought is not considered to be of a description identified in Schedule 1 of the Regulations (Town and Country Planning (Environmental Impact Assessment) Regulations 2011). However, the development is considered to be of a description identified in column 1 of Schedule 2 of the Regulations. The development described in the submission is deemed to fall within the description of 'urban development projects'. The site identified in the plans accompanying the application is not considered to be in or partly in a sensitive area as defined in Regulation 2. As a development falling within the description of an urban development project, the relevant threshold and criteria in column 2 of Schedule 2 of the Regulations is that the area of development exceeds 0.5 hectares. The area of development identified in the information submitted exceeds this threshold. The proposal is therefore Schedule 2 development.

The characteristics, location and the impacts of the development proposed are described in detail in other sections of this report and so are not repeated here. Having considered the characteristics of the development, the location of the development and the characteristics of the potential impacts of the proposal (the criteria set out in Schedule 3 of the Regulations) it is concluded that in each of these respects and taken in totality the proposal would not be likely to give rise to significant effects on the environment in the sense intended by the Regulations. It is considered that the proposal is not a major development which is of more than local importance, is not a proposal situated in (or partially within) a particularly environmentally sensitive or vulnerable location and is not a development with

unusually complex or potentially hazardous environmental effects. This is considered to support further the conclusion that the proposal would not be likely to give rise to significant effects on the environment in the sense intended by the Regulations.

Taking account of the criteria set out in Schedule 3 of the Regulations and all other relevant factors it is considered that the development described in the information accompanying the application would not be likely to have significant effects on the environment, in the sense intended by the Regulations. Therefore an Environmental Impact Assessment is not necessary and an Environmental Statement, in line with the Regulations, is not required to be submitted with the application.

3. COMMENTS ON GROUNDS OF OBJECTIONS

Planning and highways matters are covered in the above appraisal. Concerns relating to out of hours activities are noted and a condition have been recommended.

4. EQUALITIES AND DIVERSITY ISSUES

The proposals do not conflict with either Barnet Council's Equalities Policy or the commitments set in our Equality Scheme and supports the council in meeting its statutory equality responsibilities. The proposals have been designed to be accessible by disabled people in line with Development Management Policy DM03.

5. CONCLUSION

The proposed new building, alterations to the main school and associated alterations to the site would result in a suitable addition to the school complex that would respect the character and appearance of this part of the Borough and would respect the setting of the nearby Metropolitan Open Land. The proposals would not impact detrimentally on the residential amenity of neighbouring residents and users. The new building would provide improved facilities to existing and future pupils and staff and will help ensure that there are sufficient school places for the residents of the Borough. The proposals are acceptable on highways grounds. **APPROVAL** is recommended.

SITE LOCATION PLAN: Martin Primary School, Plane Tree Walk, London, N2 9JP

REFERENCE: F/00550/13



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LOCATION: Stonegrove and Spur Road Estate, Edgware, HA8 8BT

REFERENCE: H/00233/13

Received:

Accepted: 17 January 2013

WARD(S): Edgware

Expiry: 18 April 2013

Final Revisions:

AGENDA ITEM 8

APPLICANT: Barratt Evolution Ltd

PROPOSAL: Reserved matters application seeking approval for scale, external appearance and landscaping for character zones 3 and 8 of the redevelopment of Stonegrove and Spur Road Estate pursuant to condition 2 of planning permission W13582/07 as renewed by H/03635/11 dated 07/12/11.

Background

The Council's Regeneration Service is working in partnership with Barratt Homes and Family Mosaic to deliver the comprehensive redevelopment of the Stonegrove and Spur Road Estates which 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 6th October 2008 (ref W013582E/07) for the redevelopment of the Stonegrove and Spur Road Estates comprising the demolition of the existing 603 flats on the estates and the construction of 937 new homes of which 417 are affordable and 520 are for private sale. The outline planning consent was renewed in December 2011 for a further three years under application H/03653/11.

The outline planning permission approved a masterplan for the development which established the siting of the new buildings and the points of access and road layout. The scale of the buildings, external appearance and landscaping were 'reserved' for future consideration (the Reserved Matters).

The regeneration is being built out in phases and the reserved matters for the bulk of the phases of the development have already been approved across a number of Character Zones identified by the masterplan. Phase 1 (Zone 1) was completed in June 2010 and is occupied. Phase 3a and 3b (Zone 6) was completed in October 2011 and is occupied. Phase 2a (Zone 5a) was completed in June 2012 and units are being sold. Phase 2b (part of Zone 2 and 4) was approved in March 2011 and the first units are now ready to be handed over for occupation. Most recently Phase 5 (zone 5b and 7) 4a (Zone 2) and 6B (zone 4). The approved phases are highlighted on the plan in **Appendix 1**.

In total, 705 units out of the 937 approved at the outline stage have been granted reserved matters, of which 388 units have been completed.

This application represents the last major reserved matters application for the site. Subject to approval, a balance of 14 units will remain of the 937 total.

Reserved Matters Proposals for Character Zones 3 and 8

Barratt Evolution has submitted a reserved matters application for the scale, external appearance and landscaping for Character Zones 3 and 8 of the Stonegrove regeneration, as illustrated on the Character Zones Plan in **Appendix 2**. These zones represent the last substantive phases of the regeneration and will deliver 218 new homes comprising a mix of 22 shared ownership units and 196 homes for private sale. After these phases a balance of 14 units will remain of the 937 total.

The reserved matters of detailed design, appearance and landscaping have been assessed and it is considered that the proposals will deliver high quality, sustainable, spacious residential accommodation. The contemporary architectural design of the houses and flats is considered to be appropriate whilst the scale and form of the buildings respect the surrounding residential context. The use of high quality brick throughout these zones will provide a robust material as well as continuity across the overall masterplan. The overall layout and design of the buildings and landscape is considered to create a high quality residential environment and enhanced public realm.

The detailed designs proposed for Character Zones 3 and 8 include a number of adjustments in relation to the layout of the masterplan. This primarily consists of the re-alignment of one of the internal roads within the scheme. The main points of access, and principles of streets with houses along them remain the same. The proposed changes and adjustments to the detailed design of Zone 3 and 8 are considered to fall within the parameters established by the outline consent approved under reference W13582/07 and extended by reference H/03635/11. The proposals provide appropriate level of car parking in accordance with the requirements of the outline consent.

This application will allow the last substantive phases of the regeneration of the Stonegrove and Spur Road estates to be delivered and will contribute to the objective of creating a new, mixed and balanced community comprising new private sale homes as well as affordable housing that will bring social, economic and environmental benefits to the surrounding area.

RECOMMENDATION: APPROVE SUBJECT TO CONDITIONS

1. Approved Plans

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

MLA/305/L/100
MLA/305/L/001/100
MLA/305/L/001/101
MLA/305/L/001/102
MLA/305/L/001/103
MLA/305/L/001/104
MLA/305/L/001/300
MLA/305/L/001/301
MLA/305/L/001/302

MLA/305/L/002/100 P1
MLA/305/L/002/101 P1
MLA/305/L/002/102
MLA/305/L/002/103
MLA/305/L/002/104
MLA/305/L/002/300
MLA/305/L/002/301 P1

MLA/305/L/003+004/100 P1
MLA/305/L/003+004/101 P1
MLA/305/L/003+004/102
MLA/305/L/003+004/103
MLA/305/L/003+004/104
MLA/305/L/003/300
MLA/305/L/003/301 P1
MLA/305/L/004/300

MLA/305/L/MA/100
MLA/305/L/MA/102
MLA/305/L/MA/110
MLA/305/L/MA/115
MLA/305/L/MA/120
MLA/305/L/MA/122
MLA/305/L/MA/141
MLA/305/L/MA/142
MLA/305/L/MA/143
MLA/305/L/MA/144
MLA/305/L/MA/145
MLA/305/L/MA/146
MLA/305/L/MA/147
MLA/305/L/MA/149
MLA/305/L/MA/150
MLA/305/L/MA/151
MLA/305/L/MA/152
MLA/305/L/MA/153
MLA/305/L/MA/154
MLA/305/L/MA/155

MLA/305/L/MA/156
MLA/305/L/MA/157
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MLA/305/L/MA/159
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MLA/305/L/MA/162
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MLA/305/L/MA/165
MLA/305/L/MA/166
MLA/305/L/MA/167
MLA/305/L/SO/180
MLA/305/L/SO/181
MLA/305/L/SO/182
MLA/305/L/SO/183
MLA/305/L/SO/184
MLA/305/L/SO/185

MLA/305/L/400 P1
MLA/305/L/401
MLA/305/L/402

Reason:

For the avoidance of doubt and in the interests of proper planning and so as to ensure that the development is carried out fully in accordance with the project as assessed in accordance with policies GSD, GBEnv1 and GBEnv2 of the Barnet UDP 2006 and policy 1.1 of the London Plan 2011.

2. **Materials**

Notwithstanding the plans hereby approved, before the commencement of development within each Zone hereby permitted, 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. **Architectural Details**

Before the commencement of development within each Zone hereby permitted, details of the following shall be submitted to and approved in writing by the Local Planning Authority:

- (i) Balconies including perforated metalwork balustrades and brickwork to internal facades;
- (ii) Depth of window reveals to a minimum depth of 215mm;
- (iii) Decorative brickwork around windows and on the ground floor;
- (iv) Canopies to apartment entrances;
- (v) Rainwater goods to rear elevations and recessed brick detail to street elevations;
- (vi) Roof parapets;

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. **Car Parking Management Plan**

Prior to the occupation of each Zone hereby approved, a Car Parking Management Plan detailing the following shall be submitted to and approved in writing by the Local Planning Authority:

- i. location and layout of car parking spaces,
- ii. the allocation of car parking spaces;
- iii. on site parking controls and charges;
- iv. the enforcement of unauthorised parking; and
- v. disabled parking spaces.

The car parking spaces shall not thereafter be used for any purpose other than for the parking and turning of vehicles associated with the development. The parking management plan shall be implemented in accordance with the approved details before the buildings hereby permitted are occupied and maintained thereafter.

Reason:

To ensure that adequate parking is provided on the site and managed in line with the Council's standards in the interests of pedestrian and highway safety, to ensure the free flow of traffic to and from the National Health Blood and Transplant site in accordance with policies M2, M8, M10, M11, M12, M13, and M14 of the Barnet UDP 2006 and policies 6.13 of the London Plan 2011.

5. **Security Management Plan**

Prior to the occupation each Zone hereby approved, 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.

6. **Security Gates**

Before the occupation of each Zone hereby permitted, details of security gates to any undercroft car parks within that Zone shall be submitted to and agreed in writing with the Local Planning Authority. The gates shall comply with PAS 24: 2007 and LPS 1175 security standards.

Reason:

To ensure that the development provides a safe and secure environment and in the interests of the appearance of the development and streetscene.

7. **Tree Method Statement**

No siteworks or works within Zone 8 of the development hereby approved shall be commenced before a dimensioned tree protection plan in accordance with Section 5.5 and a method statement detailing precautions to minimise damage to trees and measures to allow for root growth in relation to the proposed car parking bays within the RPZ of trees within G176 in accordance with Section 6.1 of British Standard BS5837: 2012 Trees in relation to design, demolition and construction - Recommendations are submitted to and approved in writing by the Local Planning Authority and the development shall be carried out in accordance with such approval.

Reason:

To safeguard the health of existing trees which represent an important amenity feature in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012), CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012) and 7.21 of the London Plan 2011.

8. **Waiver of Liability and Indemnity Agreement**

Prior to the occupation of the development hereby approved, a Waiver of Liability and Indemnity Agreement in relation to the non-adopted roads within the development must be signed by the developer and be submitted to and approved in writing by the Local Planning Authority. This is to indemnify the Council against any claims for consequential damage caused to private roads arising from and/ or in connection with the collection of waste by the Council from the premises.

Reason:

To ensure that the access is satisfactory in terms of highway safety development and to protect the amenity of the area and in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

9. **Details of Stopping Up of Public Highways**

Prior to the commencement of the development hereby approved, details of any public highways within each sub-phase to be stopped under Section 247 of the Town and Country Planning Act shall be submitted to and agreed with the Local Planning Authority.

Reason:

To ensure that adequate public access is provided throughout the development.

10. **Details of Traffic Circulation Routes**

Prior to the occupation of any of the units in the Zones hereby approved, details of traffic circulation routes along the non-adopted roads within the zones along with any associated signage and street furniture, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the details approved.

Reason:

To ensure that vehicles can access the development safely in accordance

with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

INFORMATIVE(S):

The informatives that are recommended to be included on the decision notice in respect of this application are set out in **Appendix 5** of this report. These include a summary of the reasons for granting planning permission for this development and the relevant development plan policies taken into account in making this decision.

1. MATERIAL CONSIDERATIONS

1.1 Key Relevant Planning Policy

Introduction

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 comprises The London Plan (published July 2011), Barnet's Local Plan (Core Strategy) 2012 and Development Management Policies DPD 2012.

A number of other documents, including supplementary planning guidance and national planning guidance, are also material to the determination of the application.

The officers have considered the development proposals very carefully against the relevant policy criteria and, for the reasons set out in this report, have concluded that that the development will fulfil them to a satisfactory level, subject to the conditions and planning obligations recommended. The proposed development is considered to comply with the requirements of the development plan.

Appendix 4 contains a detailed review of the London Plan, Barnet Local Plan (Core Strategy) and Development Management Policies DPD of most relevance to this planning application and appraises the proposal against these policies. These documents contain a very large number of policies which are to a limited degree relevant and the analysis in Appendix 5 focuses on those which are considered to be particularly relevant to the determination of this application. In order to present the analysis of the policies in a readily readable form it is set out in a table format.

National Planning Guidance

The National Planning Policy Framework (NPPF), published in March 2012, provides national planning guidance and replaces the majority of the Planning Policy Guidance Notes (PPG) and Planning Policy Statements (PPS). The NPPF identifies that the purpose of the planning system is to contribute to the achievement of sustainable development (paragraph 6) and identifies the three key dimensions of sustainable development as economic, social and environmental (paragraph 7).

The document includes a 'presumption in favour of sustainable development'. This is taken to mean approving applications, such as this proposal, which are considered to accord with the development plan.

Paragraphs 14 and 197: Presumption in Favour of Sustainable Development;

Paragraphs 32 and 34-36: Sustainable Transport;
Paragraph 49: Presumption in Favour of Residential Sustainable Development;
Paragraph 50: Housing Delivery;
Paragraphs 56-57 and 61: High Quality Design;
Paragraph 69: Safe and Accessible Developments;
Paragraphs 6-99: Minimise Energy Consumption and Climate Change;
Paragraphs 123-125: Minimise Noise, Air and Light Pollution; and

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 sets 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.

1.2 Relevant Planning History

Application Ref.	Address	Description of Development	Decision and Date
W13582E/07	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 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. Submission of Environmental Statement.	Approved 6th October 2008 after completion of a S106 agreement
H/02723/09	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
H/04521/09	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	Approved 18 th February 2010

		planning permission reference W13582E/07 dated 06/10/2008.	
H/00433/11	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.	Approved 16th March 2011
H/03635/11	Stonegrove and Spur Road Estates, Edgware, London	Extension to the time limit for implementing Condition 3 of planning permission W13582E/07 dated 06/10/08 to allow submission of reserved matters to continue development in respect of '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 facilities, the provision of 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.'	Approved 7 th December 2011 following deed of variation to the original section 106 agreement
H/02475/12	Stonegrove and Spur	Reserved matters application seeking approval for scale, external	Approved 23 rd

	Road Estate, Edgware, HA8 8BT	appearance and landscaping for character zones 2 (part), 4, 5B and 7 of the redevelopment of Stonegrove and Spur Road estate pursuant to condition 2 of planning permission W13582/07 as renewed by H/03635/11 dated 07/12/11.	October 2012
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1.3 Pre-Application Public Consultation

The applicant has submitted a Statement of Community Involvement (SCI) with the application. Barratt Homes appointed HardHat to undertake consultation for the reserved matters proposals for Stonegrove and Spur Road Estate.

Since the outline permission was granted, Barratt has continued to engage with a range of key stakeholders, including residents on the estate through representatives from the Stonegrove and Spur Road Partnership Board, residents from around the estate as well as local Councillors.

Community engagement has been ongoing since the proposed renewal of the outline planning permission in October 2011. The following activities were undertaken:

- Consultation with leaseholders, via a formal letter, on the proposed extension of the outline renewal;
- Attendance and updates to the Stonegrove and Spur Road Partnership Board;
- A website was set up containing key details relating to the project (www.evolutionedgware.co.uk)
- A 'Consultation Hotline' was also set up in order to deal with resident enquiries;
- Newsletters, delivered on a quarterly basis, to residents on the estate and the surrounding area;
- Two public exhibition events, held at St. Peter's Church on the estate;
- Regular attendance at the Edgware Ward Panel.

1st Public Exhibition

A public exhibition of the designs for Zones 3, 4, 5, 6, 7 and 8 was held at St. Peter's Church Hall on Thursday 23rd February 2012 (3:30pm—8:30pm) and Saturday 25th February 2012 (10:30am—2:30pm).

The event was advertised in the February edition of the newsletter which was sent to residents on the estate and the surrounding area. A copy was also sent to all Barnet Councillors, the neighbouring ward councillors from Harrow, Matthew Offord MP, and the London Academy, along with a covering letter.

The exhibition provided a series of displays illustrating the details of the regeneration and representatives from Barratt Homes, Quod planning consultants, Sprunt

architects, Maccreanor Lavington architects and Hard Hat Communications were present to answer any questions.

Approximately 50 people attended the exhibition over the two-day period. Seven people filled out a feedback form. The comments can be summarised as follows:

- Concern about increase of houses by 50%
- Not enough parking. Concern that there will be an overflow of cars in orchard drive or Hillersrow Ave
- Flat roofs on Stonegrove will only be a problem in time
- Traffic
- Not enough health clinics
- The square design of the apartment buildings facing Stonegrove with flat roofs is not attractive and needs to be redesigned to be more in keeping with properties in the surrounding area. Otherwise the design and layout has been improved and pleased to see the heights have been reduced.
- Generally like the proposed scheme. Concerns about rat runs of roads – motorists will cut through development to avoid the extreme congestion of Stonegrove and A41 at peak times.

The neighbouring synagogue submitted comments responding to the first consultation stating that they are keen to be fully supportive of the project and design as Barratt proceed with clearance of the reserved matters from the planning approval. They made specific comments in relation to:

- The trees that are within the synagogue boundary along the northern fence line. Request that they are protected from damage including foundation design and proximity of the structures to the boundary.
- Prefer the “mews houses” on the northern boundary to have hipped roofs.
- Grateful that the designs have attempted to eliminate windows that overlook the synagogue property for various security and safety reasons. However, to avoid blank brick walls, the synagogue would be amenable to the insertion of obscured glazed windows to break up the elevation and give it some architectural interest.
- The roadway from the synagogue rear gate should be shown the plans even though it would be just indicative at this stage.

The design team made amendments to the plans following the comments made by the synagogue.

2nd Public Exhibition

Following the first exhibition in February 2012, further work on the design of the scheme was undertaken and a second exhibition was held at St. Peters Church Hall on Wednesday 16th May 2012 (3:30pm—8:30pm) and Saturday 19th May 2012 (09:30am—2:30pm).

Approximately 40 people attended the exhibition over the two-day period. 4 people filled out a feedback form. Comments are summarised below:

- Like it. Like the look of my new home to be and especially the children activity out the front. Thank you.
- Concern with the new junction onto Stonegrove and traffic on Stonegrove. Suggest that all access to Stonegrove from Esso Garage, McDonalds, Doctors Cul-de-Sac, proposed new estate exit all be left turn only with traffic lights to turn right at the end of green spaces to return northward. This should be one way with those exiting Pangbourne Drive and the other road also turning left. Point to Stonegrove will allow traffic North and Southwards.
- Blocks facing Stonegrove should include pitch roof designs.

Stonegrove Frontage

Following the second exhibition, further feedback was received from some local residents expressing concerns regarding the design of the five buildings along the frontage to Stonegrove (A5). In order to allow further work to be done on the design of the proposed buildings and try and address some of the concerns raised, Barratt decided to separate the Stonegrove frontage application from the reserved matters application for the other character areas. It was for this reason that this area, along with the houses in Zone 3, was excluded from the previous application that was considered in October last year.

Following the exhibition, further discussions were held with local residents in respect of the external appearance of the buildings fronting Stonegrove which resulted in a number of design amendments as follows:

- **Roofline:** A key concern of residents was the flatness of the roofline and facades of the buildings along Stonegrove. A series of options were developed for the roof form of the apartment buildings, with pitched roofs, mansard roofs, flat roofs and roofs with inset terraces all considered. A decision was then made to introduce pitched roofs to four of the five apartment buildings along the frontage. The larger courtyard block was also amended to provide part recessed/part projecting balconies to apartments on the ground, first and second floors. Parts of the top floor of the building have been 'cut away' providing articulation to the roofline.
- **Decorative Balconies:** Following concerns regarding the elevations appearing too austere a range of alternative balcony designs were considered for the apartment blocks. The smaller, pitched roof apartment buildings incorporate fully recessed balconies. These recessed spaces provide privacy and protection from the noise of the road to the new residents. The larger apartment block includes part recessed/part projecting balconies. All of the balconies are enlivened by the use of decorative metalwork balustrades. It is anticipated that a variety of decorative patterns will be developed for the balustrades of the different apartment buildings at the detailed design stage. Discussions with residents produced a number of potential sources of local inspiration for this ornamentation, from the connection to the Roman road of Watling Street, the former Canons Park Country House and the ornate Chandos Mausoleum of the nearby St. Lawrence's Church, Little Stanmore.

1.4 Public Consultation and views Expressed

Letters were sent out to 1500 addresses on the 22nd January 2013. The application was advertised on site and in the press on the 31st January 2013. Copies of the application were made available at the Council's Planning Reception at Barnet House. A second copy was also made available to view at Edgware Library during the consultation period.

Neighbours Consulted:	1502	Replies:	1 (in objection)
		Requests to Speak:	1

Comments from residents:

The comments made in support of the application can be summarised as follows:

- There are still tree issues arising and I have a suggestion to make regarding one TPO tree in particular to save it being ruined.
- There are questions regarding traffic and these are being looked at by our Harrow councillors and Highways Department to see if there could be a joint initiative to improve traffic flow around Canons Corner.

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 in line with the previously agreed drawings D118637-500-005,006 and 007 which were submitted as part of the addendum to the Flood Risk Assessment (dated 17 January 2007). Justification should be provided if this is not 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 in relation to lighting, door and window security standards, boundary treatments, communal entrances, undercroft car park and cycle stores. Specific comments include: the access gates into each of the individual rear gardens of the houses must be able to be secured by the residents; Gates to *ginnel* spaces must not be deeply recessed into the building line and must be able to be secured, be robust, at least 1.8m in height, be self-closing and designed to afford maximum levels of surveillance for anyone looking through them.

- Thames Water - no objection

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

- Transport for London – no objection

TfL have made a number of comments on the application as follows:

The application proposes the opening of an existing emergency access onto the A5 Stonegrove, which forms part of the Strategic Road Network (SRN). As such, prior to implementation of these works a scheme approval will be required from TfL in line with the Traffic Management Act 2004. Although it is understood that vehicle flows associated with this access are low, TfL's comments on this planning application should not be taken as approval of these works under the TMA.

Car parking is to be provided at a ratio of one space per unit, in line with London Plan standards and the outline consent. Ten percent of the car parking will be either provided as, or capable of being converted to, blue badge parking. This is welcomed by TfL. It is also noted that the applicant has committed to providing some Electric Vehicle Charging Points within the undercroft car parks, and TfL would request that this is provided in line with the standards set out in the London Plan (20% active and 20% passive provision).

Cycle parking will be provided at a ratio of one space per residential unit, along with an additional 24 visitor spaces. Whilst this represents a significant increase in provision from the outline consent and is therefore welcomed, TfL would request that an additional cycle parking space is provided for residential units with three or more bedrooms, in line with London Plan standards.

- London Fire Brigade – no objection

The London Fire Brigade have confirmed that generally proposals are satisfactory but have requested that any access gates should be easy to open by fire-fighters with an over ride switch or similar. No additional fire hydrants are required as there is adequate coverage in the vicinity.

- Hertsmere Council - no comments

- Harrow Council - no objection

Harrow Planning Officers have confirmed (letter dated 22nd February 2013) that they have no objections to this reserved matters application.

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 Section 3.8 of the Planning Appraisal in this report.
- Environmental Health Service – No objection. There are a number of conditions attached to the outline consent which deal with contaminated land, noise and air quality which will apply to each phase of the development.
- Regeneration Service
The Regeneration Service fully supports the application and has confirmed that it is important that reserved matters consent is granted to enable the development to be delivered in accordance with the funding deadlines set by the former HCA and to meet the objectives of the regeneration.

2. DESCRIPTION OF THE SITE AND PROPOSED DEVELOPMENT

2.1 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 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 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.

A petrol filling station, Tesco Express store and MacDonalds restaurant are located to the north west of the site on the Canon's Corner roundabout.

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.

Sites for Zones 3 and 8

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 2**.

This reserved matters submission relates to Zones 3 and 8 which are on the west side of the estate and principally relate to the frontage along Stonegrove (A5).

Zone 3

The site for Zone 3 is located behind the Stonegrove frontage on the south side of the central avenue and is bounded by Sterling Lane in the east, Lacy Drive to the north, the back of the Stonegrove frontage blocks to the west and the London Reform Synagogue to the south.

Zone 8

The site for Zone 8 is on the western side of the estate along the Stonegrove (A5) frontage. It is bounded by Willow Court in the north and the London Reform Synagogue in the south and Zones 2 and 3 to the east. Three storey blocks of flats and two storey semi-detached houses are located on the opposite (West) side of the A5 in the London Borough of Harrow.

St Peter's Church, Church Hall and Parsonage are located within the area for Zones 3 and 8 along with the following existing estate blocks:

Havilland Court
Bredon Court
Ware Court
Abingdon Court
Chichele House
Stratton House
Craven Court
Wilberforce Court

2.2 Description of Development

Development Approved Under the Outline Planning Permission

The approved outline planning consent for the regeneration of Stonegrove and Spur Road Estates (reference W13582E/07 as extended by application H/03635/11) 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 majority of the character zones across the masterplan have already been approved as highlighted on the masterplan in **Appendix 1** of this report. An update of 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 3a and 3b 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 it was completed in October 2011. This phase

delivered 98 flats of which 45 are social rented, 17 are shared ownership and 36 are for private sale.

Phase 2A 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 for 67 flats for private sale. This phase was recently completed in June 2012 and units are being sold.

Phase 2B comprising parts of Character Zone 2 and 4, was approved in March 2011. This phase is known as Sterling Court and is due for completion by June 2013.

Most recently reserved matters were approved in October 2012 for Phase 4 (Zone 5B and 7) Phase 4A (remaining half of Zone 2) and Phase 6B (Zone 4). Work will commence later this year on part of Phase 5 and Phase 6B.

Character Zone 3 and 8 (This Application)

This application is submitted in accordance with Condition 3 of the renewed outline planning consent for the regeneration of the estate (ref. H/03635/11) which states:

“Applications for the approval for the reserved matters for which the outline planning permission relates, as shown on plan entitled ‘Hybrid Planning application Boundaries’ ref: 10930_MP_33 Rev E dated July 2006 shall be made to the local planning authority before the expiration of three years from the date of this permission and shall be in accordance with the approved Design Code of that zone.”

The application relates to Character Zones 3 and 8 of the masterplan. These zones fall across three separate phases comprising Phase 4B, 7 and 8. A total of 218 units are proposed comprising 196 private and 22 shared ownership properties.

Remaining Phases

The balance of accommodation to be delivered beyond Zones 3 and 8 comprises 14 houses along with the new community centre and new church building. These will be subject to a separate reserved matters application.

2.3 Amendments to the Outline Masterplan

As part of the detailed design for the phases in the southern half of the Stonegrove development, Barratt’s design team undertook a review of the outline masterplan.

While the principles established in the masterplan remain unchanged, the detailed solutions have evolved in response to changes in phasing and decanting requirements and market conditions. Barratt Homes have sought to revise the private housing mix within the development to deliver a greater number of three-bed houses instead of three-bed flats. The design team has also identified a number of improvements that can be made to the layout of the masterplan in relation to the southern half of the development. These changes partly relate to the requirement to incorporate more houses instead of flats.

The key changes to the masterplan layout are set out below.

(i) Masterplan Layout and Access

One of the key requirements of the original masterplan was to organise the development in such a way that the new streets and squares being created would

work successfully with the surrounding urban fabric. This was particularly important in the southern half of the masterplan where it connects to the existing streets that surround the estate. Maccreanor Lavington Architects have looked at whether the proposals in the outline permission could be improved.

The original outline Masterplan comprised a number of roads running north-south (Sterling Lane and Stone Lane) through the development to connect to the central avenue. A small public park was located between the two streets. A slip road was also created along the Stonegrove frontage parallel to the A5 replicating the existing form on the west side of the road.

Following a review of the southern half of the masterplan, Maccreanor Lavington have sought to re-align one of the new residential streets with the masterplan so that it runs east-west instead of north-south. The public park/open space is then provided parallel to this street. The proposed houses are then arranged along the new streets to form secure perimeter blocks. The amended plan results in an improved, more logical and legible layout. Access within the internal site has been improved without substantially altering the layout, form or principles of the masterplan.

This new alignment then allows for the buildings along Stonegrove (A5) to be broken up with views through into the development along the new street and public park. It also allows some of the most important TPO trees in this area to be retained without being compromised by new roads.

It also provides a better layout for the pocket park. Previously the park was located in the centre of an urban block with only the gable ends of four houses facing onto it. The rotation of the street to run east-west allows a more significant linear green space to be created that is fronted by rows of houses. The new space is overlooked with front doors and windows along its length. The park also aligns with Pangbourne Drive on the west side of the A5 allowing a strong visual connection to the surrounding area.

The key vehicular access points into and out of the site were fixed at outline stage. In terms of new roads, the scheme comprises the following: a new priority junction onto the Stonegrove (A5) which is located near to the current emergency access to the site currently known as Lacey Drive; an altered junction where Lacy Drive currently meets Kings Lane; new junctions/connections at the eastern end of Kings Drive; a new access from Spur Road; and three vehicular accesses from Green Lane to serve the phases in the east. All of these points of access remain as per the outline consent. The original masterplan also included a secondary vehicular access from Stonegrove (A5) into the slip road proposed along the Stonegrove frontage of the scheme. This was proposed to be an 'in only' route to serve a limited number of flats in that area. The amendments to the masterplan remove this minor access. This will ensure that all vehicular movements onto Stonegrove (A5) are dealt with via the proposed new priority junction. This change does not alter the conclusions made in the original outline application around traffic movements whilst at the same time improving safety along Stonegrove by removing additional turning vehicles.

It is considered that although amendments have been made to a limited part of the internal road layout and corresponding arrangement of houses, the layout proposed in this reserved matters application is still in substantial compliance with the outline planning permission.

(ii) Building Heights

Overall, building heights across the masterplan have remained very similar to those illustrated on the consented heights parameters plan ref. 10930-MP-242-C. There have been limited changes made to the original proposed building heights. Where changes have been made they have for the most part been a reduction in building heights within the maximum parameter heights specified on plan 10930-MP-01F.

Within Zone 3, all of the houses remain as either two or three storeys, albeit this area has seen some siting of houses amended.

With regard to Zone 8, these blocks are the same height as previously proposed however the most northern element of the Stonegrove frontage which was previously proposed to be 6 storeys has now been reduced in height to four storeys. These changes are considered to benefit the overall design, balance and appearance of the scheme to the benefit of the overall masterplan.

(iii) Density

The overall unit numbers provided by the scheme remains as consented at outline (937 units) and the scheme density is therefore unchanged on a unit-by-unit basis.

(iv) Phasing

The proposed order of phasing remains significantly in accordance with the Masterplan Phasing Plan (ref. 10930-MP-46H) originally approved.

3. PLANNING APPRAISAL

3.1 Changes within the Masterplan

The committee report for the previous reserved matters application for Zones 2, 4, 5b and 7 set out the changes and improvements which have taken place to the outline Masterplan in terms of siting of buildings and road layout (as illustrated by Masterplan Layout ref. 12369-02-01 D1), to allow an increase in the number of three-bedroom houses and a reduction in the number of three-bedroom flats.

The key amendments within Zone 3, involved a change to the layout of the residential streets to run in an east-west direction (which previously ran north-south) to improve permeability through the Site, and also a new 'linear' public open space. Some minor amendments were also made within Zone 8 to further break up the Stonegrove frontage to improve the quality of views in and out of the site along its western boundary.

Flexibility within the Outline Planning Permission

There is sufficient flexibility within the renewed planning permission (ref: H/03653/11) to enable amendments to the outline Masterplan to be undertaken in conjunction with the submission of reserved matters applications, subject to agreement from the Local Planning Authority.

Condition 2 of the outline consent requires Design Codes to be submitted before reserved matters including various design tests most notably BRE daylight and sunlight analysis and Secure by Design. The applicant is also required to show "a three dimensional masterplan of that phase and the adjoining phases that shows clearly the intended arrangement of space and buildings, including massing,

orientation, distribution of uses, densities, building lines and spaces". The Design Code shall be "substantially in accordance with the Stonegrove and Spur Road Estate: Design Statement August 2007". As such flexibility exists within the production of the design code to allow for detailed submissions of the arrangement of buildings and spaces.

Condition 7 requires reserved matters shall be made in accordance with the following plans and documents "unless otherwise agreed in writing with the LPA"

- Masterplan phasing plan 10930-MP-242-C
- Maximum parameter heights plan 10930-MP-01F
- Trees Protection Plan SA001; SA002; SA003
- Masterplan layout and access 10930-MP-31E
- Masterplan uses [*no reference*]

These plans provide the parameters within which the development can come forward.

Condition 9 states that the highway layout shall be "in substantial accordance with Masterplan layout and access plan 10930-MP-31E and EIA Access Plans unless otherwise agreed in writing with the LPA".

Condition 10 states that details of vehicular access points into internal highway shall be submitted pre-development "in accordance with Masterplan layout and access 10930-MP-31E and EIA Access Plans unless otherwise agreed in writing with the LPA".

In each case, the caveat "unless otherwise agreed in writing with the LPA" allows the Council to agree minor changes to the above plans.

In light of the above, flexibility exists within the outline planning consent to allow a minor variation to the internal road layout and siting of buildings, subject to the agreement of the Council.

Barratt Homes have also sought to adjust the private housing mix within the development to deliver a greater number of three-bed houses instead of three-bed flats. The proposed move to provide more family houses is welcomed and is in accordance with the Council's preferences for family housing set out in the Core Strategy. There is no restriction within either the outline planning consent or the Section 106 agreement which specifies a certain mix for the private properties or prevents such a change from taking place.

3.2 Environmental Impact Assessment (EIA) Screening Opinion

An Environmental Statement, the result of an EIA, was submitted with the outline application in August 2007. An Addendum to the ES was submitted in January 2008 containing supplementary environmental information. The ES and Addendum were subsequently approved with the Outline application.

This Environmental Statement concluded that the positive environmental effects of the proposals would be considerable and that residual adverse effects would, at worst, be of minor significance.

An EIA Screening Request in relation to the changes that are proposed to the approved masterplan, was submitted as part of the previous reserved matters application (H/02475/12) to determine whether a new EIA was required. The screening request collectively screened all of the remaining character zones within the development, including Zones 3 and 8 which are the subject of this application. The screening appraisal submitted at the time was based on the assumption that future reserved matters for Zones 3 and 8 would not change significantly from the illustrative layout and description at that time (as shown on Drawing No. 12369_02_01 D1).

The appraisal presented below considers the topic-specific assessments included in the original ES. The purpose of this appraisal is to review and confirm the above conclusions, considering the proposed reserved matters for Zones 3 and 8.

(i) Noise

Impacts from construction noise and vibration are not considered to be altered by the proposed changes to the masterplan. The mitigation measures for control of construction noise and vibration impacts identified for the outline application are considered to remain appropriate for implementation of the remaining Zones through the proposed and future reserved matters.

The noise assessment for the outline application identified potential noise sensitive receptors to changes in traffic movements in the area (Tables 9.8 and 9.9, Chapter 9, 2007 ES). In terms of road traffic noise, the 2007 ES predicted the change in noise levels for all receptors as a result of development-related traffic, to be considerably less than 3 dB, and as a result, the noise impact of the redevelopment at the assessed receptor locations, was considered to be insignificant.

The level of increase in development traffic as a result of revisions to the Masterplan is minimal, and is not of a magnitude that would lead to a change in dB (A) over and above that which has been assessed for the outline application.

(ii) Air Quality

An Air Quality Strategy for the entire Masterplan was submitted in 2010 to discharge Condition 51 of the outline permission, which has since been implemented. In terms of traffic-related emissions, the net impact of the changes in the scheme from the outline to detailed planning application represents a 1.2% increase in Annual Average Daily Traffic Flows (AADT) flows, compared to the outline consent. This increase in traffic flows is not of a magnitude that would have implications for the findings of the original air quality assessment, which concluded predicted traffic-related pollutant concentrations (NO₂ and PM₁₀), to be of negligible significance.

(iii) Landscape and Visual

The proposed height and massing of the amended masterplan are within the scale and massing parameters of the outline consent. The Townscape and Visual Amenity Impact Assessment for the outline Masterplan (Chapter 6, 2007 ES), assessed the impacts of the proposals during the construction and operational phases.

The assessment identified local, short-term, slightly adverse effects on the townscape character of the immediate areas that abuts the development site, and the character of the Agricultural Landscape, during the construction phase, declining over time to become neutral as the buildings are completed and the proposed

landscape establishes. There are no material changes proposed to the construction activities or phasing for the proposed reserved matters, therefore the conclusions of the ES relating to townscape and visual impacts during the construction phases are considered to remain valid.

In relation to the Stonegrove (A5) frontage, one of the blocks has been reduced from 6 storeys to 4 storeys. The remaining blocks are all 4 storeys in accordance with the masterplan heights. These blocks have also been broken into shorter, separate blocks which further reduces their scale and provides views into the site. The scale of the houses within Zones 3 and 4 remains as per the approved parameters of 2 and 3 storeys.

The proposed reserved matters for Zones 3 and 8 do not materially change the overall visual envelope of the Masterplan, and would not alter the findings of the original assessment in terms of assessed impacts on distant views. Overall, the conclusions about the effects on views from properties abutting the site, remain unchanged from the assessment of the outline development. It is considered that the development will generally have a beneficial effect on close up views, and from distant views, would be seen to blend in within the existing urban fabric.

(iv) Socio Economics

The proposed changes to the residential mix within these final phases of the development do not significantly alter the assessment of effects set out in the ES (2007). The total number of units remains as per the outline consent (937 in total). The proposed minor changes in mix are only considered to have minor impacts on child yield and this is not considered to be significant. As a result, the assessment of the impact on social infrastructure is unchanged from the original assessment. Similarly open space and play space provision remains substantially in accordance with the outline permission and original ES.

(v) Transport

A Transport Planning Statement (TPS) prepared by Russell Giles Partnership (RGP) was submitted with the last reserved matters application (H/02475/12). The TPS considered all of the remaining character zones within the development, including Zones 3 and 8 which are covered by this application.

The proposed changes to the masterplan include changes to a number of roads leading through the site, some of which will be adopted as public highway, whilst other tertiary roads would remain as private access roads. Importantly, the key access points into and out of the site remains as per the outline consent. These are a new junction onto Stonegrove (A5) and connections to Kings Drive at the south and east boundaries of the site. Therefore the changes only relate to internal access routes.

The previous TPS (Section 4) sets out the traffic generation for the proposals and compares this with the anticipated generation for the outline planning consent and its impact, based on a comparison of the proposed location of dwellings across the site, from that assumed at outline consent.

Upon completion of the final phase of the development on the church land and the adjacent residential houses, the net impact of the changes in the scheme from the outline consent to detailed reserved matters would be an increase of 5 and 2 two-

way movements during the AM and PM peak hours respectively. This number of movements are not considered to be significant and would not affect the capacity of the local highway network. Furthermore, the design philosophy has not materially changed and hence the locations of houses and flats and the development density has not materially changed. As such, it is not anticipated that there would be a material change in distribution of traffic associated with the development from that assumed at the time of the outline planning consent.

In terms of non-car trips, the maximum number of trips added to the public transport network is 61 bus journeys departing in the AM peak and 56 returning in the PM peak. These trips would be distributed across the extensive public transport network within close proximity to the site and would not therefore adversely affect existing conditions on public transport.

The impact of the revisions to the Masterplan and subsequent reserved matters in terms of traffic is considered acceptable, and is not materially different from that which was previously agreed at outline design stage, given the improvements to vehicular access and the implementation of a Travel Plan to encourage the use of alternative forms of travel to the private car, and is therefore not anticipated to give rise to any new of significant effects.

(vi) Microclimate

Wind

The updated masterplan includes some amendments to the original layout. The proposed blocks along Stonegrove have been broken up with more gaps between the buildings. All of the buildings along this frontage are now 4-storeys where previously a 6-storey block was proposed at the northern end. These changes are not expected to have significant implications for the findings of the original assessment.

Daylight and Sunlight

In terms of sunlight and daylight, in 2007, Brooke Vince Partnership (BVP) carried out an initial assessment of the likely effects the proposed estate would have on daylight and sunlight to neighbouring residential buildings and within proposed accommodation, whilst also considering the effects of overshadowing on amenity areas in general.

In relation to proposed reserved matters for Zones 3 and 8, although there have since been changes to the layout and reductions in the height of some of the blocks, the principles of design in relation to daylight, sunlight and shade, remained unchanged. The revised proposals ensure that with only a small number of exceptions, the main living rooms, bedrooms and amenity spaces, satisfy the design criteria. Where this has not proved possible, the variation is only a minor adverse effect. There would be no adverse effect on neighbouring residential properties and their amenity areas. A stand-alone sunlight and daylight report has been submitted in respect of the reserved matters application and this is covered in Section 3.9 of this report.

(vii) Ecology

There are currently a large number of existing trees on the site of varying species, size and condition – a number of which are currently the subject of Tree Preservation

Orders (TPOs). A tree retention strategy was approved for the entire Masterplan at the outline planning submission stage.

The ecological assessment undertaken for the outline application assessed the direct loss of existing vegetation as part of the proposals. This would predominantly include 'grade C' or 'grade R' trees with reference to 'BS 5837: Trees in Relation to construction', which the assessment concluded were not of particular ecological value (other than contributing to suitable habitat and corridors for wildlife on the Site). A number of grade A and B trees would also be lost. Overall however, it was considered that the tree loss would be outweighed by the number of trees to be planted as part of the development (replanting ratio of 4:1 new trees to every existing tree), resulting in a net increase in trees, thereby maintaining important linear features and foraging habitats for bats, suitable habitat for nesting birds, and shelter for other wildlife.

The original masterplan included the retention of a number of important TPO trees in locations very close to proposed new buildings and other compromised situations e.g. with proposed blocks significantly impinging on tree canopies and Root Protection Zones (RPZs). The updated masterplan improves the setting for a number of the existing trees, particularly the large TPO trees close to the Stonegrove frontage and around the existing St Peter's Church. As a result retained trees will now be located either within landscaped areas with sufficient space around them. Specifically the three key TPO oak trees in the south west corner of the site close to St Peter's Church have now been provided with additional space and improved setting with buildings placed further away from them.

Furthermore, an Ecological Mitigation and Management Plan was submitted and approved by the Council to discharge condition 39 of the outline consent. The EMMP includes measures to minimise ecological impacts during the construction and operation of the remaining character zones.

The revisions to the masterplan in relation to Zones 3 and 8 will result in an improved setting for some key TPO trees. The impact of the revisions to the masterplan in terms of ecological impact is considered acceptable, and is not considered to result in any additional environmental effects over and above those that were previously assessed.

(viii) Archaeology

The proposed changes to the masterplan do not involve any significant alterations to the below ground works across the site compared to the original masterplan. Therefore, due to the static nature of cultural heritage and archaeological assets, the conclusions of the 2007 ES for the outline permission remain valid. The archaeological mitigation measures proposed for the outline consent, including strategies entailing field evaluation and subsequent recording actions to preserve sites by record before partial loss or destruction by construction activities, would continue to be implemented, for the remaining phases of the masterplan.

A Programme for Archaeological Work will be submitted and discharged for each of the remaining phases under Condition 30 as has been the procedure for the phases completed to date. This approach has been agreed with English Heritage.

(ix) Ground Conditions / Water Resources

The original assessment for the outline application concluded that the overall environmental risk associated with ground conditions and contaminated land is considered to be low. This is substantiated by ground investigation studies that have been carried out to discharge of Condition 47 for each of the reserved matters applications approved to date which have not identified contamination in these Zones. Areas of made ground shown to be present on-site in the remaining zones would be subject to further investigation prior to commencing works to discharge Condition 47 for the reserved matters. Should any contaminated material be identified on the site then further sampling and risk assessment shall be made before excavation.

A Flood Risk Assessment (FRA) was undertaken as part of the outline application. The assessment confirmed that the development site is not at fluvial, tidal, or surface water flood risk, and that the proposed redevelopment of the surface water drainage infrastructure would lead to an improvement over the existing situation. To achieve this requirement, the design would incorporate widened drainage pipes and subterranean holding tanks to attenuate the amount of water entering into the drainage system from the site. The reserved matters and proposed changes to the original outline consent do not involve any significant changes to the surface water drainage infrastructure as originally proposed, therefore the previous assessment findings remain valid.

Surface water run-off will be in controlled in accordance with FRA/Drainage Strategy and FRA Addendum. It concluded that the provision of drainage infrastructure would lead to an overall betterment of the existing Thames Water system, as surface water runoff will be attenuated to brownfield runoff rates based on a lower intensity, longer duration storm which produces runoff rates lower than typical storm sewer design standards.

Conclusion for EIA Screening Opinion

A detailed EIA screening appraisal was submitted as part of the previous reserved matters application for Character Zones 2, 4, 5b and 7 which considered a number of amendments to the Masterplan and which showed illustrative proposals for Zones 3 and 8 at that time. The findings of the screening opinion at the time concluded that the amendments to the original consented Masterplan and subsequent reserved matters will not result in any significant adverse environmental effects previously not assessed at the outline stage, and that the conclusions of the 2007 ES/2008 ES Addendum remain valid.

The proposed reserved matters for Zones 3 and 8 are not materially different to the illustrative proposals that were previously screened for EIA under the last reserved matters application, and are within the parameters of the original outline consent.

It can therefore be concluded that the findings of the previous screening appraisal remain valid, which in turn validate the findings of the 2007 ES/2008 ES Addendum. In accordance with the EIA regulations, and having considered the nature of the proposed development, its location and the sensitivity and characteristics of the prevailing environment, it is concluded that amendments to the original consented masterplan will not lead to any new or previously unforeseen significant environmental effects previously not assessed at the outline stage. The proposed changes are such that the environmental effects predicted in the 2007 ES and 2008

ES Addendum will not have materially changed, irrespective of the passage of time since the document was prepared, by virtue of the nature of the development, its location, potential cumulative effects and characteristics of potential impacts. The base information that the ES was considered upon remains valid, and the main conclusions set out in the ES remain robust. On this basis a new EIA is not required.

3.3 Compliance with Parameters of the Outline Planning Permission

The submitted reserved matters for Zones 3 and 8 have been prepared in accordance with the development parameters established by the outline planning permission and in the context of the amended masterplan as described in section 3.1 above. The parameters of the outline consent are set out in a number of approved drawings and documents as specified in Condition 7. The current reserved matters submission is assessed against the relevant parameters below.

Access and Road Layout

The Masterplan layout and access plan (10930-MP-31E) identifies the locations of the points of access into the development from the surrounding existing roads. It also indicates the road layout within the development.

A new central avenue runs through the masterplan connecting from Stonegrove (A5) to Kings Drive. The eastern end of the central avenue has already been approved under reserved matters application H/00433/11 for Sterling Court. The new road is being called 'Lacy Drive' in reference to the name of the existing road within the estate. The western end of the new avenue along with the junction onto Stonegrove is included in Zone 3 and 8. The new junction will be in the same location of the existing emergency access which is currently gated. A new priority junction with the A5 with a right turn lane will be provided at this point.

Zones 3 and 8 also include new non-adopted residential streets which are designed as 'shared surfaces' to encourage a pedestrian friendly environment. One of these streets has been re-aligned so that it runs east-west instead of north-south. This is a deviation from the approved masterplan but the change is considered to result in an improved, more logical and legible street layout.

It is considered that although amendments have been made to a limited part of the internal road layout and corresponding arrangement of houses, the layout proposed in this reserved matters application is still in substantial compliance with the outline planning permission. The proposed access points and location of the adoptable roads within Zones 3 and 8 are in accordance with the Layout and Access plan approved at the outline stage. The non-adopted streets serving the units in these zones deviate from the approved masterplan but do not affect the overall configuration of adopted roads or the agreed points of access into the development.

Building Height

The 'Maximum Parameter Heights' plan (drawing reference 10930_MP_01 rev.F) identifies the parameters in for building heights across the development in both storeys and metres. In the area relating to Zone 8 the heights plan identifies 4 storey buildings along the Stonegrove Frontage with a single element rising to 6 storeys at the northern end adjacent to Willow Court. The submitted plans for Zone 8 propose all of the buildings to be 4 storeys. This falls within the heights parameters and is an improvement over the masterplan where the 6 storey element has been removed.

The houses within Zone 3 are proposed at 2 and 3 storeys. These comply with the original heights parameter plan for this part of the masterplan.

The submitted application is in accordance with the outline planning permission in relation to the parameter of height.

Number of Residential Units and Mix

Condition 8 of the Outline planning consent specifies that the maximum number of dwellings to be developed across the overall regeneration site shall not exceed 937. Condition 53 specified that a minimum of 417 affordable homes must be provided. Within the section 106 agreement the affordable housing mix is specified as 280 social rented units and 137 shared ownership units. However there is no specified mix for the private sale or affordable units within the planning conditions.

The outline planning permission set out a broad tenure mix on the masterplan tenure plan, drawing ref. 10930-MP-03J. Due to the requirements of the overall site decant and phasing of the development, the detailed mix has been amended at each phase of the development so far to enable the right size of new homes to be provided for secure estate tenants and a suitable mix of private sale properties to be delivered.

As a result of the amendments to the masterplan and particularly the change from three-bedroom flats to three-bedroom houses, the tenure plan has been updated to ensure that a balanced and mixed community across the entire site and a tenure-blind scheme is created. The table provided in **Appendix 3** provides an update of the number of units delivered to date by tenure.

Zones 3 and 8 comprise predominantly market sale housing with one block of shared ownership units. A total of 218 units are proposed comprising 196 private and 22 shared ownership. All of the social rent affordable homes have already been approved and the bulk of the homes required for decant are being delivered in Sterling Court which is due for completion this summer.

The proposed unit mix for the current application is set out in the table below.

Tenure	Type	Total by Type	Total by Tenure	Percentage
Shared Ownership	1-bed apartment	5		
	2-bed apartment	17		
Sub-Total			22	10%
Private for Sale	1-bed apartment	65		
	2-bed apartment	59		
	3-bed house	33		
	4-bed house	39		
Sub-Total			196	90%
TOTAL			218	100%

The mix is considered to be appropriate and includes houses and flats of varying sizes.

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. At the outline stage 120 trees were approved for removal including 8 TPO trees. Tree Protection Plans SA001; SA002; and SA003 were approved as part of the outline consent.

Since then 4 additional trees have been agreed for removal under the reserved matters for Zone 5A (Academy Court) and Zone 2 (Sterling Court) and one tree previously identified for removal was retained in Zone 1.

As a result of the proposed amendments to the outline masterplan, a number of large TPO trees are now able to be retained in a much improved setting. This is particularly the case in the area along Stonegrove where the original masterplan included the retention of a number of important TPO trees in very compromised situations, with proposed buildings impinging on tree canopies and root protection zones. The revised masterplan provides key TPO Oak trees (Broad Oak reference T155, T151 and T150) with additional space and positions them within robust and well designed public spaces, streets and gardens where they can contribute significantly to the landscape.

However, as a result of the re-alignment of the internal streets within Zone 3 and 8, two additional trees are required for removal, including 1 Category C TPO (T175 and T152 (TPO)).

Across the whole masterplan, 137 existing trees will be retained while 125 will be required to be removed. The retained trees are illustrated by plans 12369-02-16 D1, 12369-02-17 D1 and 12369-02-18 D1.

Barratt Homes are committed to a replanting ratio of over 4:1 across the development for every tree that is removed. In total 573 new trees are to be planted over the entire masterplan. The existing tree species have informed the selection of proposed trees to be used to line streets, in avenues and groups.

The majority of the trees to be removed in Zones 3 and 8 are Category C or R. The specific trees to be removed and retained across Zones 3 and 8 are detailed below.

Trees for removal:

In total 13 individual trees and two groups are required to be removed in Zones 3 and 8 including 1 TPO and 1 group TPO as follows:

Category B

T15

Category C

T16

T154

T152 (TPO)

G156

T168

T169

G172 (TPO)

T175
T183
T186

Category R

T14
T149
T170
T171

Trees retained:

A substantial number of trees will be retained along the Stonegrove frontage of the site. A total of 23 individual trees and 5 groups will be retained across Zones 3 and 5, including 7 TPOs and 1 group TPO, as follows:

Category A

T155 (TPO)
T177 (TPO)

Category B

G153
T167(TPO)
T173 (TPO)
G176 (TPO)
T178
T180 (TPO)
T181 (TPO)
G188
G189

Category C

T148
T150
T151 (TPO)
T157
T158
T159
T160
T161
T162
T163
T164
T165
T166
T174
T184
G187

Category R

T185

Following comments from residents in relation to TPO trees show to be retained within private rear gardens the applicant has amended the garden sizes/boundary

positions and updated conditions for the two TPO trees no. 151 and 177. The updated plans illustrate that they are no longer within 'private' demise of properties and can be retained and managed/maintained by the management company in the long term.

Over 100 new trees are indicated on the submitted plans to be planted within Zones 3 and 8. These will be located along the central avenue, within private gardens, within the linear public park and along the shared surface streets.

Trees in relation to the access with Stonegrove/A5

Following comments from the tree officers, additional information was submitted in relation to the existing TPO group of trees (G176) and the relationship to the proposed junction with between the central avenue and Stonegrove (A5). Additional drawings showing the existing site conditions, the proposed new layout and the proposed construction detailing were provided.

The existing emergency access road into the site runs adjacent to the existing trees with slab paved footpaths branching off either side of it. The proposed road layout aims to run along the line of the existing road with new kerbs and surfacing in accordance with the approved outline permission. By retaining the existing road arrangement the impact on roots to existing trees should be kept to a minimum. The new road will be built to adoptable highway standards. The requirement to provide a footpath along the side of the road is unavoidable. However every effort has been made to protect and incorporate the existing tree within the surfacing make up. All other new road construction is outside of the defined RPZ for the group of trees. Three of the proposed parking bays on the shared surface access road adjacent to the new junction will encroach within the RPZ of the Trees. However it should be noted in March 2012 a utilities company dug a 2-3m deep trench some 1.5 -2m off the base of the trunks of the group of trees bisecting the RPZ. Taking the existing damage to the trees into account, the proposed construction detailing of the parking bays is to have a raised construction and use a permeable block specification so as to maximise the potential for root reestablishment within the affected area over time. The existing access road encroaches the RPZ of the trees, therefore their roots will be accustomed to the conditions of the road and it's construction. On the basis that the new road is positioned so as not to encroach and further than the existing road, the proposed junction layout is considered to be acceptable.

The proposals for Zones 3 and 8 are considered to be substantially in accordance with the parameters of the outline planning permission.

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.

3.4 Design and External Appearance

The elements 'reserved' for future consideration are set out in Condition 2 of the outline planning consent which defines the reserved matters as the following:-

- Scale;
- External appearance; and
- Landscaping

This section considers the reserved matters of scale and external appearance for Character Zones 3 and 8.

Zone 3

Zone 3 is comprised solely of houses which are a mixture of two and three storeys. The houses are configured on streets and are distributed in a way to minimise overshadowing of residential gardens. As the majority of the streets run East/West, the housing types are organised with the 2-storey terraces on the southern side of the plots, and the taller 3-storey houses on the northern side. This ensures that the gardens to the houses have good sunlight without significant overshadowing. It also creates an asymmetric street section. Different house types and designs have been provided along the streets length, further introducing a variety of roof form, scale and visual interest.

There are three main housing typologies within Zone 3: three bed terrace, four bed terrace and three bed courtyard houses.

The three bedroom terraced houses are provided over two storeys with a stepped section. The houses have a mono-pitched roof with a brick parapet to the front elevation. The dining space to the front of the property and entrance hall benefit from a taller floor to ceiling height due to the split in the section. By utilising the roof volume, the master bedroom also enjoys a more generous floor to ceiling height. On plot car parking is provided for one car on a driveway.

Two variations of the four bed, 3-storey terrace house are proposed, one with an integral garage and one without. Houses with integral garages have two parking spaces and those without have one. These houses also have mono-pitched roofs with a brick parapet to the front. Once again the roof volume is used to allow the master bedroom a taller floor to ceiling height on the top floor. The houses are alternated so that there are never two houses with garages adjacent to each other in a terrace. This prevents the ground floor being dominated by garage doors and ensures that there are always habitable rooms looking over the street.

The courtyard house type is used to respond to specific locations in the masterplan. The southern part of Zone 3 adjoins the boundary with the London Reform Synagogue. To respond to this sensitive boundary and prevent overlooking, the 2-storey, three bed courtyard house has windows orientated to look to the front and side into a private courtyard. There are no upper floor windows to principle rooms on these houses, only a small window to a single bedroom to the rear over the Synagogue boundary. Barratts and their architects have developed the design and layout of the houses in this location in consultation with the Synagogue. The courtyard forms the house's amenity space along with a private terrace at first floor level above its own covered on plot car parking space. This house type has a pitched roof with gable ends. The upper floor bedrooms utilise the roof volume of the pitched roof providing a more generous floor to ceiling height.

All of the proposed houses enjoy dual or triple aspects. Residential amenity has been preserved by maintaining adequate back to back distances throughout the proposals. Houses at the ends of terraces on key corners have their entrances and additional windows located on the gable elevation to ensure activity and surveillance of the street as well as visual interest.

All of the houses will be finished in a pale buff brick. A contrasting lighter brick is

proposed to be used to create decorative banding on the ground floor of all of the houses as well as brick coins around the window openings. Large window proportions are used on all of the houses. All external rainwater goods are attached to the rear of the terraces to provide a clean, crisp, uncluttered facade to the street. Front doors and garage doors are proposed in timber.

Zone 8

Zone 8 principally relates to the treatment of the Stonegrove/A5 frontage. This zone contains a series of apartment buildings along this edge of the site. The outline consent indicated a wall of development broken up by a variety of heights along its length ranging from four to six stories. The reserved matters proposals for this area break up the frontage and move some key buildings forward or back from the principle building line to create a better setting for some of the mature trees on the site as has been described in earlier sections of this report. A consistent height of four storeys is proposed along the frontage in order to sit comfortably within its surroundings.

In response to the comments made by residents at the pre-application public consultation, a series of options were developed for the roof form of the apartment buildings along the Stonegrove frontage, including pitched roofs, mansard roofs, flat roofs and roofs with inset terraces. The mansard roof option was discounted on the basis it was out of character with the surrounding area was impractical as it significantly compromised the upper floor plans. The simple flat roof solution was of particular concern to residents who felt that it did not provide sufficient visual interest to the roofline. Following further consultation with residents, a revised proposal which provided pitched roof forms to four of the five blocks along Stonegrove was developed. The remaining larger block was provided with inset balconies on the top floor to break up the roofline and provide articulation and interest. This was combined with part-projecting balconies on the lower floors to further articulate the façade.

The smaller apartment buildings combine pitched roofs with shadow gaps to the Stonegrove facades, allowing the blocks to be read as a series of smaller terraced buildings, these elevations also include projecting entrance porches, with decorative metalwork details, which add further relief and interest to the facades. Discussion with residents produced a number of potential sources of local inspiration for the decorative metalwork, including the connection to the Roman road of Watling Street, the former Canons Park Country House and the ornate Chandos Mausoleum of the nearby St. Lawrence's Church, Little Stanmore.

Windows throughout the apartment buildings are provided with floor level cills in order to maintain a generous aperture size and to maximise natural surveillance of the street. The brickwork coins that adorn the windows to the terraced housing are removed on the apartment blocks, with the decoration instead focusing on the filigree metalwork balconies and entrance porches to enliven the street scene. Additional visual interest is added to the facades of the smaller apartment blocks through the introduction of taller windows which relate to the rhythm of the pitched roofs.

Detailed Features

The design of the houses and apartment blocks utilises several basic elements in combination to provide interest as well as continuity across the zones. The first feature is the use of vertical recesses in the brickwork joints between houses. This

helps define each property in the terrace. This is also used on the longer elevations of the apartment blocks to break up the proportions of the building and help give the impression of a series of large town houses. The second feature is the expression of a ground floor plinth across all of the buildings. This 'plinth' consists of a simple pattern of alternate courses of smooth and rough brickwork. By running this plinth around the perimeter of each block a unifying character is brought to the buildings. The third feature is the use of brick decoration around windows and openings. Windows to the street front facades are decorated with coins in the brickwork around the openings, again using contrasting smooth and rough brickwork.

Conclusion for Design and External Appearance

The detailed design and appearance of the buildings proposed in Zones 3 and 8 is considered to be high quality and appropriate for the development. The architectural style of the proposals is contemporary whilst respecting traditional characteristics of London housing including the terraced form of the houses, the use of brick as the predominant material and brick detailing around windows and openings. The materials and other key details including window reveals, brick detailing, rainwater goods etc will be secured through condition to ensure quality.

3.5 Landscaping

This section considers the reserved matter of landscaping for Zones 3 and 8.

The landscaping proposals within Zone 3 and 8 comprise a hierarchy of streets and spaces. The hierarchy classes Stonegrove (A5) as the primary street. The central avenue through the site is the secondary street and the non-adopted shared surface streets serving the houses are classed as tertiary streets.

The central avenue ('Lacy Drive') is the main route through the development and will connect Stonegrove with Kings Drive and Green Lane. The street will be adopted and comprises a 6m carriageway with upstand kerbs and 2.8 and 3m footways which will include new street trees. A shared surface access road is provided on the south side of the road to serve the new houses.

The non-adopted tertiary streets serving the houses are designed as 'shared surfaces' where the carriageway and footways are flush with one another. This type of design is intended to slow vehicles speeds and encourage all users to 'share' the space. The non-adopted carriageways are proposed to be surfaced in a light coloured bitmac with flush edging. Car parking bays are defined using light toned block pavers.

Houses along all of the streets will have private front gardens defined by low hedges. Planted borders between houses and in front of windows will also be provided. Houses will have threshold paving space to allow residents to place planted pots.

Stonegrove Frontage

The character of the existing streetscape along the main road will be enhanced through the establishment of wide verges along the eastern side of Stonegrove. These will be lawned areas with paved crossings to connect to the footway and local bus stops. Hedge planting will define boundaries and partially screen parked cars. A significant number of existing trees will be retained and new Oak trees will be planted.

Pocket Park

A new 11m wide x 230m long (1255sqm) linear park running East/West between Stonegrove and Sterling Lane will be provided. This park provides a range of functions including green space, early years play space, a place to sit and meet neighbours and a place to promenade through. The park is divided into five sub areas, defined by the footways which connect from the street and car park spaces to the houses lining the Northern boundary. The park spaces are mostly lawn and low ground cover planting so that the space is open and visibility is maintained throughout. The park is designed with subtle level changes, ground modelling and varied terrain surfaces to provide places for imaginative play.

Incidental Amenity Spaces

As part of the detailed design for Zone 8, the large mature TPO Oak tree (T155) in the south west corner of the site close to St Peter's Church has been provided with a landscaped setting and space to accommodate the canopy spread. The existing space under the tree canopy is already partly paved. This space will be reconfigured to create an attractive shaded space with shrub planting, small boulders and porous paving.

A second small space will be created around T150 further west. This tree is currently on the edge of the church car park. The tree will be placed in a new landscaped space including low shrub planting and a small seating area.

Communal Courtyard

A communal courtyard is provided at the first floor level of Block A2. This amenity space will be provided over the roof of the car park within the centre of the block and will include lightweight planting, decking, areas of gravel and paving. Green screen treatments will be used on surrounding walls using self-clinging climbers to create a soft green character to the courtyard.

Gardens to Houses

Each of the houses within this zone has a private garden either in the form of a traditional rear garden for the terraced houses or a courtyard garden for the detached houses along the Synagogue boundary. The houses with courtyard gardens are supplemented with a private terrace over the car parking space. This combined area complies with the amenity space standards.

Open Space and Amenity Space Provision

The outline planning permission provided on-site amenity space in the following formats:

- Private rear gardens;
- Private balconies for flats;
- Semi-private communal gardens for flats;
- Publicly accessible squares and courtyards;
- Homezone/Shared Surface space;

The minor amendments to the overall Masterplan have resulted in an increase in houses with private gardens specifically within the southern half of the Masterplan including Zone 3.

In terms of specific amenity provision, 13,500m² of private rear garden space was previously provided for the houses on site. This has now increased to an overall total

of 21,489m². Correspondingly the amount of communal amenity space has marginally decreased to reflect the switch from flats to houses, whilst the public open space across the site has remained at broadly the same level. Importantly, a greater number of residential dwellings on the site will now benefit from a private front and rear garden whilst the linear park which runs east-west between Stonegrove and Sterling Lane improves on the original Masterplan concept which included a smaller public area in this zone sandwiched between two ends of terraced housing.

Within the zones which are subject to this reserved matters application amenity space provision in accordance with the formats set out above, can be broken down as follows:

- Private individual amenity space including balconies, decks and gardens comprises approximately 5,000m².
- Private communal amenity space of approximately 885m² incorporating garden to block A1 and first floor deck to block A2.
- Public open space comprising approximately 1,710m². This includes a 1,255m² linear pocket park, 215m² area around the Holm Oak tree and 240m² area adjacent to the Synagogue boundary.

Overall, both open space and residential amenity space provision is in accordance with the outline planning permission and is considered to have been improved by the amendments that have been made to the layout within Zones 3 and 8.

Conclusion for Landscaping

The proposed landscape layout and design for Zones 3 and 8 are considered to be acceptable and in accordance with the principles established by outline masterplan. The scheme will provide adequate levels of private, communal and public amenity space for the residents.

The palette of external landscape materials will build on those that have been used in the earlier phases of the development 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 25 August 2011 (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 each of the zones considered under this application.

3.6 Residential Standards

Policy 3.5 of the 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.

Whilst it is not a specified requirement of the outline planning consent, all of the proposed flats and houses across the zones covered by this application meet or exceed the London Plan space standards. The development will therefore deliver large units and provide high quality living accommodation.

As with the original Masterplan, all proposed units within Zones 3 and 8 will be designed to Lifetime Homes Standards.

3.7 Daylight and Sunlight

Condition 2 of the outline consent requires Design Codes to be submitted for each character zone of the development. More specifically it requires the design code to include 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". A design code has been approved for the southern half of the masterplan for Stonegrove referred to as 'Evolution South'. This code covers Zones 3 and 8.

This reserved matters application is supported by an assessment of sunlight and daylight, prepared by Brooke Vincent and Partners (BVP). The sunlight and daylight analysis confirms that adequate levels of light for both the existing and future occupiers will be retained with a good outlook from all proposed dwellings. Any amendments to layout proposed by the amended Masterplan have also been assessed under the BVP Sunlight Daylight Assessment to ensure that the overall Masterplan is compliant.

3.8 Access, Traffic and Parking

The site is located in the north-west corner of the borough between the A5 Stonegrove, A410 Spur Road and A41 Edgware Way which are part of the Strategic Road Network. The site is accessible by public transport with bus routes (107 & 142) located within a short walking distance from the site on both the A5 Stonegrove and on the A410 Spur Road. 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 with the A5 (Stonegrove) north of Pangbourne Drive where the new avenue from the development will meet the A5. This new access will utilise an existing emergency vehicle access that is currently gated to general traffic. The Transport Assessment submitted with the outline application assessed the traffic impact of this junction and the wider development on the road network and it was concluded that the opening up of the junction onto Stonegrove was acceptable and that the traffic movements could be accommodated on the road network. Compliance with the access parameters has been addressed in Section 3.3 of this report and it has been shown that the zones being considered under this application are in compliance with the original outline consent.

A proposed layout for the junction has been submitted with the Transport Statement for the application. This includes carriageway works on the A5 to provide a separate right and left turn lanes to cater for various traffic manoeuvres to Sterling Drive and roads into Pangbourne Drive. The Council's Highways Group have confirmed that the principle of the scheme is acceptable and the turning radii at the junction have been agreed. The applicants will be required to submit more detailed drawings as part of the Technical Approval under the Section 38 and 278 of the Highways Act process following planning permission. As part of the technical approval the need and extent for waiting restrictions on this through road will be considered and details agreed as appropriate.

Zones 3 and 8 include parts of the new roads that are to be adopted by the Highways Authority. These will need to be constructed to adoptable standards in terms of layout and construction. The adoptable road layout is highlighted on various drawings submitted as part of this application including the Transport Statement. All roads in these character zones will also need to be designed to accommodate refuse and emergency vehicles regardless whether roads are adopted or not by the Council. Swept paths have been provided to demonstrate that adequate vehicle movements can take place on all of the roads throughout the zones submitted in this application. Refuse collection details have been submitted for each of the zones and have been designed in accordance with Council's guidance notes "Information for developers and architects – provision of domestic and organic waste collection services, and recycling facilities".

The detailed design of the adoptable roads will be subject to a Section 38 agreement under the Highways Act (1980). However, initial discussions have taken place with Highways Officers regarding the specifications of pavement width, carriageway width, materials and tree locations. Details of all new junctions within these zones

will also be submitted under Condition 10 of the outline planning consent (H/03635/11).

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

Consultation with TfL

Discussions have taken place with TfL who acknowledge that reopening the emergency access for general traffic has limited vehicle flows in comparison to the main junctions onto Green Lanes and Spur Road. It is the effect of the latter roads and its impact on the highway network to Stanmore that were subject of extensive previous debate with TfL. Transport for London have therefore confirmed that they raise no objections to this current reserved matters application. However as the A5 Stonegrove forms part of the Strategic Road Network (SRN), TfL has advised that the applicants should apply for scheme approval in accordance with the Traffic Management Act 2004.

Traffic Impact

A detailed Transport Assessment (TA) was submitted with the outline planning application for the overall redevelopment of Stonegrove and Spur Road Estates which established vehicular trip rates for the development. The original TA therefore considered the movements from zones 3 and 8 of the development and incorporated the impact into the assessment of the whole redevelopment. The TA concluded that the adjacent highway network could accommodate all traffic arising from the redevelopment.

The Technical note (TN03 – November 12) submitted with the applicaiton has set out the segment of that demand as it relates to this reserved matters application. The forecast vehicle movements in Zones 3 & 8 are 92 two- way movements in am peak and 100 two way flows in pm peak (see table below) are expected to use the reopened access onto the A5. As this represents a segment of that traffic demand, but not an additional demand, it is considered that the A5 and wider highway network has the capacity to accommodate vehicle movements from this phase.

	AM Peak 08:00-09:00		PM Peak 17:30-18:30	
Phase 3 & 8 - 216 Units (housing)	24	68	59	41

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. Following initial investigation and surveys, the Highways Authority is now proposing to introduce a new right turn pocket on Spur Road by the Canons Corner roundabout into the petrol filling station. This would assist in improving safety and the flow of traffic at this location. Localised carriageway widening will be carried out to facilitate the extra pocket. In conjunction with these minor carriageway widening, resurfacing works for Spur Road are planned for the early part of 2013. There are also Section 278 improvements to be undertaken on Spur Road at its junction with Amias Drive, which involves the introduction of a median island.

These improvements, combined with the implementation of the Travel Plan for the development, were considered sufficient at the time to serve to mitigate the adverse impact of the overall development.

Rat running traffic

Comments have been received from Harrow residents concerned that roads through the estate will permit traffic to avoid congestion at the Green Lanes/ Sterling Corner roundabout. The masterplan layout was predicated on the desire to connect the development to the surrounding area. The configuration of the route through the development has been deliberately designed to avoid a direct connection between Stonegrove and Green Lane. The non-adopted shared surface roads within the development have also been designed with restricted carriageway widths and shared surface materials to force cars to travel at slow speeds. Therefore the convoluted route and the nature of the 'home zones' on the tertiary streets will discourage rat running movements. The Council will further explore the use of different materials and car parking along the central avenue to help slow vehicles down through the development and further deter drivers from using it as a rat run route.

Central Avenue

The central avenue through the development is proposed to be adopted but the Highways Authority. The new carriageway is a realignment of Lacey Drive to link with the existing Kings Drive. Construction and adoption of the road will form part of a Section 278 and 38 Agreement respectively. Parking spaces have been allocated in the parallel private access roads and will not be maintained by the Council. Footpaths are provided on both sides of the carriageway. In addition, proposed trees alongside the footpaths are located outside the publicly adoptable public highway.

Canon's Row

The buildings will overlook the A5 Stonegrove and be accessed via this private road and constructed as a shared surface. Access to the road will be operated by a one-way circulation.

Tertiary Street

This street connects Cannons Row with Sterling Lane and will be designed as shared surface width of 4.1m with a 2m footway with a 90 degree parking layout. It will be an easement route for utility services and provide pedestrian access to the pocket park. The lane will not be adopted. The width of the lane is in accordance with Manual for Streets and enables either two cars or a lorry and a cycle to pass safely. It is intended that refuse vehicles will be the generally larger vehicle required to access these roads as lorry movements are restricted to the surrounding strategic road network.

Cannons Way

The street will not be adopted and will be subject to traffic calming. Parking spaces will be 90 degrees to the road.

Car Parking

The Outline planning permission for the development restricts the car parking across the site to a maximum to 1,000 spaces. This includes a 1:1 ratio for residential units

across the site, additional parking spaces for the largest houses and visitor parking spaces.

Parking is provided to houses in Zone 3 in either the form of an on-plot driveway, garage, covered car port or on-street bays. The larger houses have two car parking spaces where there is a driveway space in addition to their garage or car port.

Within Zones 3 and 8 a total of 226 car parking spaces are provided for the 218 residential units. This comprises the following:

Tenure/Type	No. Car Parking Spaces	No. Bike Parking Spaces
Shared Ownership Apartments	22	22
Private For Sale Apartments	124	124
Private For Sale Houses	80	144
TOTAL	226	290

The number of car parking spaces is considered appropriate. A condition is recommended which requires the applicant to submit a Car Parking Management Plan prior to the occupation of each phase.

Cycle Parking

Large areas of secure cycle storage has been provided throughout the development, resulting in a ratio of approximately 1:1. As part of this reserved matters application, cycle parking is provided in the undercroft car park of Zone 8 and secure ground level areas within Zone 3. Dedicated cycle storage is provided for each of the houses. The proposals are in accordance with the outline planning permission in this regard.

Related Highways Conditions attached to the Outline Consent

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 planning consent:

Condition 10 - details of vehicular access points into the internal highway layout within the development for each phase to be agreed with the LPA.

Condition 11 - details of the car parking spaces and turning spaces for each phase to be agreed with the LPA.

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

Condition 17 – requires works to be undertaken to existing adopted highways within each phase to be agreed with the LPA.

Condition 19 – requires the highway to serve dwellings in each phase of the development to be constructed in accordance with scheme to have been approved by the LPA.

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

Condition 59 and 60 - refuse storage arrangements and a collection regime.

These details will be submitted in due course as each phase of the development comes forward and will be dealt with under delegated powers.

3.9 Other Relevant Conditions

The outline planning permission is subject to a significant number of additional conditions covering details 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 previously been submitted and approved (application reference H/02172/12) which covers the part of the development relating to Zones 3 and 8. 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 proposals for Zones 3 and 8 have been prepared in full accordance with the principles set out in the design code.

Sustainability

The Sustainability Initiatives and Energy Strategy for the overall site remain as previously approved at the outline stage.

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.

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 generate electricity using a Combined Heat and Power (CHP) which is then sold back to the grid. The excess heat from this process provides heating for hot water and space heating for the development.

3.10 Community Centre and Church

The outline planning permission includes the provision of a new community centre building positioned around the central public square within the masterplan. Condition 47 of the outline consent specifies a minimum gross external floorspace of 440sqm for the community centre. Schedule E of the section 106 agreement for the development (as amended by deed of variation dated 1st April 2009) requires the Developer to “construct the New Community Centre to Occupation Finish Standard so as to make it available for use before the date on which 407 Residential Units are in Occupation.”

St. Peters Church and parsonage occupies an area on the western side of the existing estate. The Church has a lease for the existing buildings which sit on Council land. The outline planning permission includes the provision of a new church building around the central public square within the masterplan. This will enable the existing church building to be demolished and new housing provided on the land it currently occupies. Schedule N of the section 106 agreement requires that “the Developer shall not take any steps in carrying out the Development which requires the Existing Church and Hall to cease its normal use until construction of the New Church and Ancillary Facilities have been completed.”

Community Centre Review

The intention from the outset of the regeneration was for the new community centre within the development to be self sufficient in terms of covering it's running costs. On this basis the design of the centre and it's business model would rely on the centre having lettable space. Family Mosaic, the Housing Association partner responsible for the affordable homes on the development, is legally obliged through the Principal Development Agreement (PDA), to ensure that the Community Trust is set up and will be viable for the long term.

Within the outline masterplan for the Stonegrove regeneration the community centre is located opposite the new Church which would also have its own hall. This means that both facilities would be competing for similar business in terms of renting out hall space and facilities. Given the difficult economic climate, Family Mosaic and the Council were concerned about the future viability of the community centre. Rather than proceed with a proposal that was more than likely to run into financial trouble in the near future, Family Mosaic commissioned Micah Gold Consultants at the beginning of 2012 to undertake a feasibility review of the community centre and to investigate the options available.

The objects of the study were to:

- Review the current and future community centre provision in the surrounding area;
- Identify potential uses and occupants of the proposed community Centre at Stonegrove;

- Review if the masterplan design caters for the needs and aspirations of the local community and potential occupants of the centre; and
- Carry out an options appraisal of the available management options

The study was informed by residents and other stakeholders. The findings were published in Micah Gold Feasibility Study dated 12th April 2012.

Whilst originally it was envisaged that the community centre and Church would be separate buildings, following the findings of the feasibility review and through lengthy consultation with residents and the Church, a strong desire was expressed for a combined facility that retained separate identities and areas within the combined facility. The findings of the Micah Gold report were presented to the CTSG on the 19th April 2012 and at that meeting it was agreed that the two facilities would be provided in a joint building. This was further agreed at the Open Partnership Board meeting on the 30th April 2012.

The Community Trust Steering Group have met monthly since April 2012 to progress the formation of the Community Trust and in September agreed a very tight timetable to form the Community Trust as a legal entity.

In parallel the Development Group, also meeting monthly since June 2012 have drafted the Heads of Terms for providing the new combined Community Centre and Church facility and set out a realistic timetable for the design development of the new building to ensure the aspirations of stakeholders are met within the known constraints. There will continue to be regular consultation with stakeholders as the detailed design proceeds.

The programme seeks for the Community Centre and Church facility design brief and initial sketches to be completed by December 2012 and to enter into the Church Agreement between Barratt and the Diocesan board by March 2013. The detailed design for the building is to be completed and agreed by July 2013 at which point a planning application will be submitted. Subject to planning consent being secured and the procurement stage, construction is anticipated to commence in Spring 2014 and to complete in Spring 2015.

The existing Church will remain in use until the new facilities are occupied at which point the Council will transfer the existing facilities and land to the development partners to enable the final phase of the regeneration to be completed. In short, Barratt cannot build the final phase of housing until they have constructed and completed the new Community Centre and Church facility.

At the 23rd October 2012 P&E committee, Members authorised a deed of variation to be prepared to vary the community centre trigger in the section 106 agreement to reflect the delay that has occurred to enable a feasibility review of the community centre to be carried out by an independent consultant, and for designs for a joint community centre and Church facility to be prepared. The programme has now been set to deliver the joint facility by February 2015. Therefore the unit trigger in Schedule E of the section 106 agreement is required to be amended.

Initial design proposals for the joint community centre and church building are being prepared by Sprunt architects with input from both the Church and community steering group. A reserved matters application for the community centre and church building and associated landscape is expected to be submitted later this year.

3.11 Compulsory Purchase Order

In order to carry out the regeneration of Stonegrove and Spur Road Estates the Council decided to make a Compulsory Purchase Order (CPO) to secure the remaining properties and land within the regeneration masterplan. A CPO is a formal legal process that helps to ensure that redevelopment can go ahead, by giving the Council the power to compulsorily purchase property and land identified in the CPO, if it cannot be bought by private agreement.

On 6th December 2011 the Council made the Order and notices were then served to all known persons who had an interest affected by the CPO on 8th December 2011. This notice informed all persons that they could object to the CPO. There were originally four objectors to the CPO but all objections were withdrawn and the Department for Communities and Local Government advised the Council that it could self confirm the order on the 10th September 2012. The Council confirmed the CPO on the 9th October 2012 and will serve notices to all known persons who have an interest affected by the CPO on the 18th October 2012.

Leaseholder interests are continuing to be bought by agreement. Only if this is unsuccessful will the council use its CPO powers as a last resort. If this is the case, the council will acquire properties by making a General Vesting Declaration to acquire the remaining interests.

As a result of the successful confirmation of the CPO, the Council can ensure that the land required for the remainder of the development can be made available when it is required, thereby securing the completion of the regeneration.

4. EQUALITIES AND DIVERSITY ISSUES

Section 149 of the Equality Act 2010, which came into force on 5th April 2011, imposes important duties on public authorities in the exercise of their functions, including a duty to have regard to the need to:

- “(a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;*
- (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;*
- (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.”*

For the purposes of this obligation the term “protected characteristic” includes:

- age;
- disability;
- gender reassignment;
- pregnancy and maternity;
- race;
- religion or belief;
- sex;
- sexual orientation.

Officers have in considering this application and preparing this report had regard to the requirements of this section and have concluded that a decision to grant planning permission for this proposed development will comply with the Council’s statutory duty under this important legislation.

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 and has been carried through each phase delivered to date.

This reserved matters application will enable the Council and Barratt Homes to continue to deliver the regeneration of Stonegrove and Spur Road estate 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.

The new buildings proposed as part of the application will be required to comply with current legislative requirements in respect of equality and diversity related matters, for example access for the disabled under Part M of the Building Regulations. In addition to this the development would ensure that in several regards the building constructed would exceed the minimum requirements of such legislation. For example all of the homes within the scheme are designed to meet 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. 10% of the homes across the masterplan are required to be wheelchair accessible or easily adaptable for wheelchair use.

The proposals are considered to meet the requirements for 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. It is considered by officers that the submission is acceptable with regard to equalities and diversity matters. The proposals do not conflict with either Barnet Council's Equalities Policy or the commitments set in our Equality Scheme and supports the council in meeting its statutory equality responsibilities.

5. CONCLUSION

Zones 3 and 8 will deliver 218 new homes within the Stonegrove and Spur Road estates regeneration. These zones comprise the last substantive phases of the residential development with a balance of 14 units remaining after this application.

The reserved matters of detailed design and appearance and landscaping for these zones have been assessed and it is considered that the proposals will deliver high quality, sustainable, spacious residential accommodation within designs that are befitting of this important regeneration project. The contemporary architectural approach is considered to be appropriate whilst the scale and form of the buildings respect the surrounding residential context. The use of brick throughout these zones phase will provide a robust material as well as continuity across the overall masterplan. The overall layout and design of the buildings and landscape is considered to create a high quality residential environment and enhanced public realm.

The application has also considered a number of adjustments and amendments to the masterplan for the development and it has been concluded that these are acceptable. The plans submitted for Zones 3 and 8 are considered to be substantially in accordance with the parameters established by the outline consent approved under reference W13582/07 and extended by reference H/03635/11.

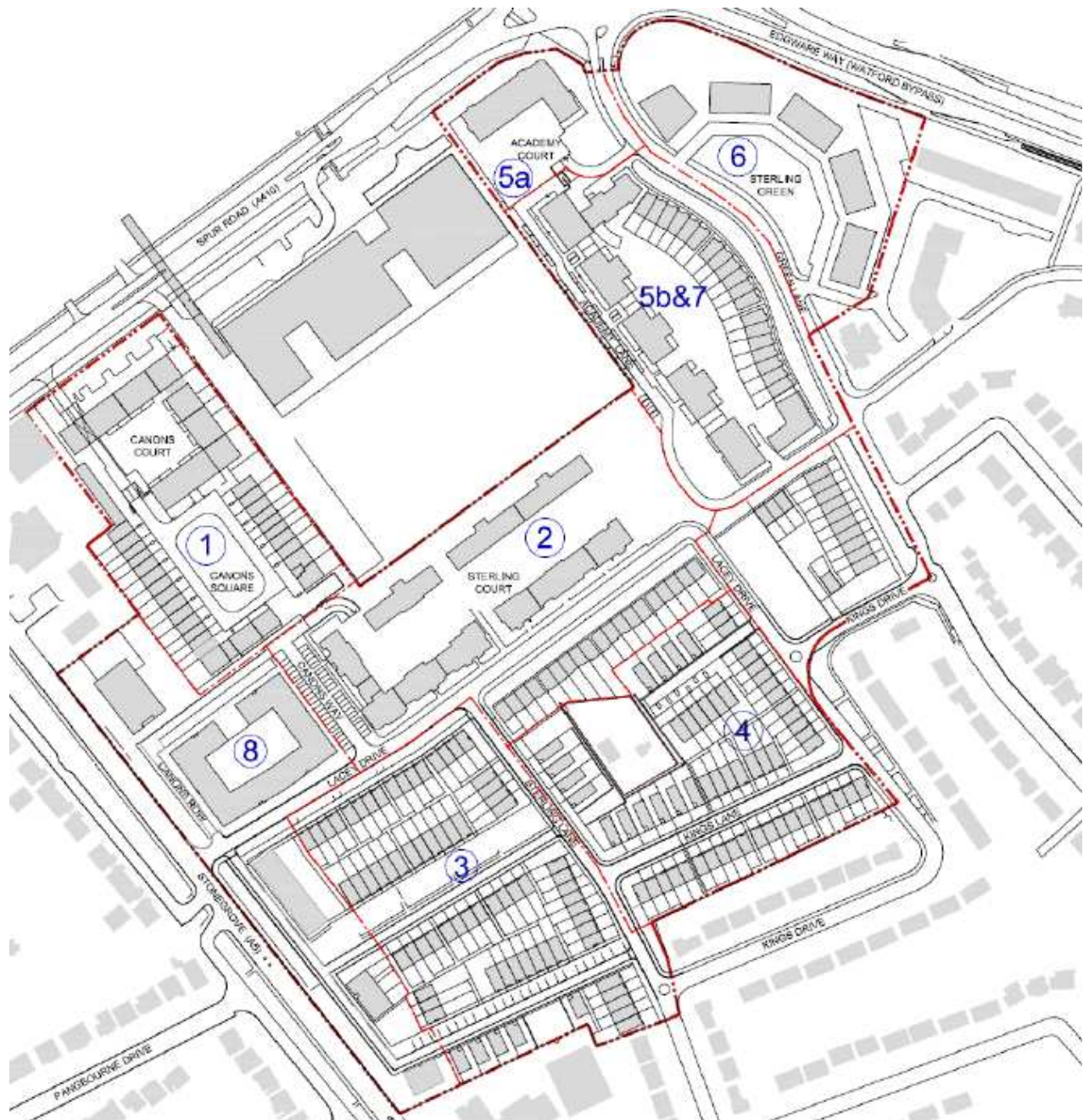
Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the Council to determine any application in accordance with the statutory development plan unless material considerations indicate otherwise. All relevant policies contained within the Adopted Barnet UDP, The Mayor's London Plan and the Barnet Local Plan, as well as other relevant guidance and material considerations, have been carefully considered and taken into account by the Local Planning Authority. It is concluded that the proposals for Zones 3 and 8 are substantially within the parameters established by the outline planning consent. The application generally and taken overall accords with the relevant development plan policies. Accordingly, subject to the conditions set out in the recommendations section at the beginning of this report, the application is recommended for **Approval**.

APPENDIX 1 – Reserved Matters for Zones Approved to Date



APPENDIX 2 – Character Zones

Updated Masterplan with adjusted Character Zone boundaries



APPENDIX 3 – Programme of development

Zone	No. Units	Social / Affordable Rented	Shared Ownership / Shared Equity	Private Sale	Date Approved	Status
Outline Consent	937	280	137	520	October 2007	Approved
Zone 1 Canons Court and Canons Square	138	87	13	38	October 2007	116 units Complete and occupied
Zone 6 Sterling Green	98	45	17	36	September 2009	Complete and occupied
Zone 5A Academy Court	67	0	0	67	February 2010	Complete and partly occupied
Zone 2A Sterling Court	107	107	0	0	Approved March 2011	Under construction
Zone 2B Canons Way	97	0	33	12	Approved October 2012	Yet to be started
Zone 4	61	0	0	61	Approved October 2012	Yet to be started
Zone 5B & 7	137	41	0	96	Approved October 2012	Yet to be started
Zone 3 & 8	218	0	22	196	Current	Current
Total Units approved to date (including this application)	923	280	104	506		
Units Remaining	14	0	0	14		

APPENDIX 4 - KEY POLICY CONTEXT AND ANALYSIS

Table 1: Analysis of the proposals compliance with London Plan (July 2011) Policies

Policy	Content Summary	Extent of compliance and comment
1.1 (Delivering the strategic vision and objectives for London)	Strategic vision and objectives for London including managing growth and change in order to realise sustainable development and ensuring all Londoners to enjoy a good and improving quality of life.	Compliant: The proposal is considered to constitute sustainable development and will contribute towards the regeneration of one of the Council's priority housing estates.
3.3 (Increasing housing supply)	Boroughs should seek to achieve and exceed the relevant minimum borough annual average housing target. For Barnet the target is 22,550 over the next 10 years with an annual monitoring target of 2,255.	Compliant: The proposal would provide 218 new homes contributing towards strategic housing targets for Barnet and London.
Policy 3.5 (Quality and design of housing developments)	<p>Housing developments should be of the highest quality internally, externally and in relation to their context and wider environment, taking account of the policies in the London Plan.</p> <p>The design of all new housing should incorporate the London Plan minimum space standards and enhance the quality of local places, taking account of physical context, local character, density, tenure and land use mix and relationships with and provision of spaces.</p>	<p>Compliant: The application is considered to demonstrate the influence of these policies and compliance with their key objectives.</p> <p>The design approach proposed takes suitable account of its context, the character of the area, the developments relationships with neighbouring buildings and spaces and provides a scheme of appropriate design quality.</p> <p>The new dwellings proposed would all achieve the relevant London Plan minimum space standards.</p> <p>These issues are discussed in greater detail in section 3 of the report.</p>
Policy 3.6 (Children and young people's play and informal recreation facilities)	New housing should make provision for play and informal recreation based on the child population generated by the scheme and an assessment of future needs.	Compliant: The proposal provides sufficient quantities of space for play and informal recreation. All houses have private gardens and the apartment blocks have private balconies and terraces and one block as a communal courtyard garden space. The provision of play space has been considered at the outline application stage across the wider masterplan. Zones 3 and 8 include the provision of a pocket park that will serve the wider development.
3.8 (Housing choice)	<p>Londoners should have a genuine choice of homes that they can afford and which meet their requirements, including:</p> <ul style="list-style-type: none"> • New developments should offer a range of housing sizes and types. • All new housing should be built to Lifetime Homes standard. • 10% of new housing is designed to be wheelchair accessible, or easily adaptable for wheelchair users. 	<p>Compliant: The proposed development is considered to provide an appropriate mix of dwelling types and sizes.</p> <p>All of the units would be built to achieve the Lifetime Homes Standard and 10% of the units would be designed to be wheelchair accessible, or easily adaptable for wheelchair users.</p>
Policy 3.9 (Mixed and balanced communities);	Communities mixed and balanced by tenure and household income should be promoted across London.	Compliant: The proposals will contribute to the objective of creating a new, mixed and balanced community comprising new private sale homes as well as affordable housing that will bring social, economic and environmental benefits to the surrounding area.

<p>Policy 5.1 (Climate Change Mitigation); Policy 5.2 (Minimising carbon dioxide emissions);</p>	<p>Development proposals should make the fullest contribution to minimising carbon dioxide emissions in accordance with the energy hierarchy.</p> <p>The Mayor will seek to ensure that developments meet the following target for CO₂ emissions, which is expressed as year improvements on the 2010 Building Regulations:</p> <p>2010 to 2013: 25% (Code for Sustainable Homes level 4);</p> <p>Major development proposals should include a comprehensive and appropriately detailed energy assessment to demonstrate how these targets are to be met within the framework of the energy hierarchy (Be lean, be clean, be green).</p>	<p>The Sustainability Initiatives and Energy Strategy for the overall site remain as previously approved at the outline stage.</p> <p>All of the dwellings in these zones will be built to Code for Sustainable Homes Level 3 standards as is specified in Condition 58 on the outline consent.</p> <p>The overall development has been designed to minimise its impact on the environment with a particular emphasis on using less energy. The overall development includes the provision of an Energy Centre which will provide the heating and hot water requirements of the homes throughout the development. This will be delivered in Zone 5B.</p>
<p>Policy 5.3 (Sustainable design and construction)</p>	<p>Development proposals should demonstrate that sustainable design standards are integral to the proposal, considered from the start of the process and meet the requirements of the relevant guidance.</p>	<p>Compliant: The proposal includes a range of elements and measures to achieve an appropriate level in respect of sustainable design and construction, provide an acceptable standard of environmental performance and adapt to the effects of climate change. This includes the new dwellings achieving Code for Sustainable Homes level 3.</p> <p>The development is considered to demonstrate the influence of this policy and compliance with its key objectives. Conditions have been recommended to ensure that this is carried through to implementation.</p>
<p>Policy 5.6 (Decentralised energy in development proposals)</p>	<p>Development should evaluate the feasibility of combined heat and power (CHP) systems and where they are appropriate also examine the opportunities to extend the system beyond the site boundary.</p> <p>Energy systems should be selected in the following hierarchy, connection to existing heating or cooling networks; site wide CHP network; communal heating and cooling.</p>	<p>Compliant: The overall development includes the provision of an Energy Centre which will provide the heating and hot water requirements of the homes throughout the development. This will be delivered in Zone 5B.</p>
<p>Policy 5.7 (Renewable energy); Policy</p>	<p>Within the framework of the energy hierarchy proposals should provide a reduction in expected carbon dioxide emissions through the use of on site renewable energy generation where feasible.</p>	<p>Compliant: The overall development includes the provision of an Energy Centre which will provide the heating and hot water requirements of the homes throughout the development. This will be delivered in Zone 5B. The Energy Centre was originally proposed to be fuelled by Biomass to achieve the renewable energy objectives.</p>
<p>Policy 5.10 (Urban greening);</p>	<p>Development proposals should integrate green infrastructure from the beginning of the design process to contribute to urban greening.</p>	<p>Compliant: These zones of the development include the provision of new trees as well as areas of open space which will include grass and planted areas.</p>
<p>Policy 5.12 (Flood risk management);</p>	<p>Proposals must comply with the flood risk assessment and management requirements of set out in PPS25.</p>	<p>Compliant: The proposal is compliant with the Flood Risk Assessment that was approved for the outline planning consent. The Environment Agency have</p>

		not raised any objections to the proposal.
6.9 (Cycling); 6.10 (Walking)	Proposals should provide secure, integrated and accessible cycle parking facilities in line with in minimum standards and provide on-site changing facilities for cyclists. Development proposals should ensure high quality pedestrian environments and emphasise the quality of the pedestrian and street space.	Compliant: Officers consider that the scheme proposes a suitable quality of pedestrian environment and the proposal would provide appropriate levels of facilities for cycles and cyclists.
6.13: (Parking)	The maximum standards in the London Plan should be applied to planning applications and developments should also provide electrical charging points, parking for disabled people and cycle parking in accordance with the London Plan standards. Delivery and servicing needs should also be provided for.	Compliant: The proposal is considered to demonstrate the influence of this policy. The level of car parking proposes is in accordance with the outline planning consent.
7.3 (Designing out crime)	Development proposals should reduce the opportunities for criminal behaviour and contribute to a sense of security without being overbearing or intimidating.	Compliant: The proposal includes a number of elements to meet the requirements of this policy and the Metropolitan Police Service has confirmed that they are satisfied with the proposals.
7.21 (Trees and woodlands)	Existing trees of value should be retained and any loss as a result of development should be replaced. Wherever appropriate the planting of additional trees should be included in developments.	Compliant: The proposal would result in the removal of trees but adequate replacement planting has been proposed.

Table 3: Analysis of the proposals compliance with Barnet's Local Plan Policies (September 2012)

Policy	Content Summary	Extent of Compliance and Comment
Core Strategy		
CS NPPF (National Planning Policy Framework – presumption in favour of sustainable development)	Take a positive approach to proposals which reflects the presumption in favour of sustainable development and approve applications that accord with the Local Plan, unless material considerations indicate otherwise. Where there are no policies relevant to the proposal or the relevant policies are out of date permission should be granted, unless material considerations indicate otherwise.	Compliant: the proposal is considered to constitute a sustainable form of development which complies with the relevant policies in the Local Plan. It has therefore been recommended for approval.
CS1 (Barnet's place shaping strategy – the three strands approach)	As part of its 'Three Strands Approach' the council will: <ul style="list-style-type: none"> - Concentrate and consolidate growth in well located areas that provide opportunities for development, creating a high quality environment that will have positive impacts. - Focus major growth in the most suitable locations and ensure that this delivers sustainable development, while continuing to conserve and enhance the distinctiveness of Barnet as a place to live, work and visit. 	Compliant: The application complies with the Growth strand of the Three Strands Approach and will deliver the regeneration of one of the Council's identified priority housing estates.
CS4 (Providing quality homes and housing choice in Barnet)	Aim to create successful communities by: <ul style="list-style-type: none"> - Seeking to ensure a mix of housing products that provide choice for all are available. - Ensuring that all new homes are built to the Lifetime Homes Standard and that the wider elements of schemes include the relevant inclusive design principles. - Seeking a variety of housing related support options. - Delivering 5500 new affordable homes by 2025/26 and seeking a borough wide target of 40% affordable homes on sites capable of accommodating 10 or more dwellings. - Seek an appropriate mix of affordable housing comprising 60% social rented housing and 40% intermediate housing. 	Compliant: The proposals will contribute to the objective of regenerating Stonegrove and Spur Road estates by creating a new, mixed and balanced community comprising new private sale homes as well as affordable housing that will bring social, economic and environmental benefits to the surrounding area.
CS5 (Protecting and enhancing Barnet's character to create high quality places)	The council will ensure that development in Barnet respects local context and distinctive local character, creating places and buildings with high quality design. Developments should: <ul style="list-style-type: none"> - Address the principles, aims and 	Compliant: The proposals accord with the height and layout parameters of the outline planning consent and are considered to respect the character and scale of the surrounding area and will enhance this through the removal of the existing blocks across the estate and replacement with new high quality housing.

	<p>objectives set out in the relevant national guidance.</p> <ul style="list-style-type: none"> - Be safe attractive and fully accessible. - Provide vibrant, attractive and accessible public spaces. - Respect and enhance the distinctive natural landscapes of Barnet. - Protect and enhance the gardens of residential properties. - Protect important local views. - Protect and enhance the boroughs high quality suburbs and historic areas and heritage. - Maximise the opportunity for community diversity, inclusion and cohesion. - Contribute to people's sense of place, safety and security. 	
CS9 (Providing safe, efficient and effective travel)	<p>Developments should provide and allow for safe effective and efficient travel and include measures to make more efficient use of the local road network.</p> <p>Major proposals should incorporate Transport Assessments, Travel Plans, Delivery and Servicing Plans and mitigation measures and ensure that adequate capacity and high quality safe transport facilities are delivered in line with demand.</p> <p>The council will support more environmentally friendly transport networks, including the use of low emission vehicles (including electric cars), encouraging mixed use development and seeking to make cycling and walking more attractive for leisure, health and short trips.</p>	<p>Compliant: The design of the development is considered to take full account of the safety of all road users and would not unacceptably increase conflicting movements on the road network or increase the risk, or perceived risk, to vulnerable road users.</p> <p>The proposal is considered to demonstrate that acceptable and safe access for all road users, including pedestrians would be provided to the site.</p>
CS12 (Making Barnet a safer place)	<p>The Council will:</p> <ul style="list-style-type: none"> - Encourage appropriate security and community safety measures in developments and the transport network. - Require developers to demonstrate that they have incorporated community safety and security design principles in new development. - Promote safer streets and public areas, including open spaces. 	<p>Compliant: The design of the proposal is considered to demonstrate the influence of this policy and be compliant with the key elements of this policy.</p> <p>The Metropolitan Police Service and London Fire and Emergency Protection Authority have not expressed any concerns about the proposals.</p>
Development Management Policies		
DM01 (Protecting Barnet's character and amenity)	<p>Development should represent high quality design that contributes to climate change mitigation and adaptation.</p> <p>Proposals should be based on an understanding of local characteristics,</p>	<p>Compliant: The application is considered to demonstrate the influence of this policy and compliance with its key objectives.</p> <p>The design approach proposed takes suitable account of its context, the character of the area, the</p>

	<p>preserve or enhance local character and respect the appearance, scale, mass, height and pattern of surrounding buildings, spaces and streets.</p> <p>Development should ensure attractive, safe and vibrant streets which provide visual interest. Proposal should create safe and secure environments, reduce opportunities for crime and minimise fear of crime.</p> <p>Development should be designed to allow for adequate daylight, sunlight, privacy and outlook for adjoining and potential occupiers and users. Lighting schemes should not have a demonstrably harmful impact on amenity or biodiversity. Proposals should retain outdoor amenity space.</p> <p>Trees should be safeguarded and when protected trees are to be felled the Council will require suitable tree replanting. Proposals will be required to include landscaping that is well laid out; considers the impact of hardstandings on character; achieves a suitable visual setting; provides an appropriate level of new habitat; makes a positive contribution to the to the surrounding area; contributes to biodiversity (including the retention of existing wildlife habitat and trees); and adequately protects existing trees and their root systems.</p>	<p>developments relationships with neighbouring buildings and spaces. The scheme is found to be of a sufficiently high quality design internally, externally and in relation to its context and wider environment.</p> <p>The Metropolitan Police Service and London Fire and Emergency Protection Authority have not expressed any concerns about the proposals and the development is found to create a safe and secure environment.</p> <p>The design of the development is such that it would fulfil the requirements of this policy in respect of the amenities of both adjoining and potential occupiers and users. The scheme would provide an acceptable level of new public and private outdoor amenity space including:</p> <ul style="list-style-type: none"> • Private individual amenity space including balconies, decks and gardens comprises approximately 5,000m². • Private communal amenity space of approximately 885m² incorporating garden to block A1 and first floor deck to block A2. • Public open space comprising approximately 1,710m². This includes a 1,255m² linear pocket park, 215m² area around the Holm Oak tree and 240m² area adjacent to the Synagogue boundary. <p>The proposal would result in the removal of trees but adequate replacement planting has been proposed.</p>
DM02 (Development standards)	Development will be expected to demonstrate compliance with relevant standards, supported by the guidance provided in the Council's Supplementary Planning Documents.	Compliant: The submission is considered to meet the relevant standards. All the dwellings would achieve Code for Sustainable Homes Level 3, meet the Lifetime Homes Standards and achieve the London Plan minimum floor space standards. 10% of the dwellings would be constructed to be easily adaptable to wheelchair accessible standards.
DM03 (Accessibility and inclusive design)	Developments should meet the highest standards of accessible and inclusive design.	Compliant: The proposal includes a range of measures to ensure that the development would provide an accessible and inclusive environment for all members of the community.
DM04 (Environmental considerations)	<p>Developments are required to demonstrate their compliance with the Mayor's targets for reductions in carbon dioxide emissions within the framework of the energy hierarchy.</p> <p>Where decentralised energy is feasible or planned development will provide either suitable connection; the ability for future connection; a feasibility study or a contribution to a feasibility study.</p> <p>Proposals should be should be designed and sited to reduce exposure to air pollutants and ensure that development is not contributing to poor air quality. Locating development that is likely to</p>	<p>Compliant: The Sustainability Initiatives and Energy Strategy for the overall site remain as previously approved at the outline stage.</p> <p>All of the dwellings in these zones will be built to Code for Sustainable Homes Level 3 standards as is specified in Condition 58 on the outline consent.</p> <p>The overall development has been designed to minimise its impact on the environment with a particular emphasis on using less energy. The overall development includes the provision of an Energy Centre which will provide the heating and hot water requirements of the homes throughout the development. This will be delivered in Zone 5B.</p> <p>The proposal is compliant with the Flood Risk</p>

	<p>generate unacceptable noise levels close to noise sensitive uses will not normally be permitted. Proposals to locate noise sensitive development in areas with existing high levels of noise not normally be permitted. Mitigation of noise impacts through design, layout and insulation will be expected where appropriate.</p> <p>Development on land which may be contaminated should be accompanied by an investigation to establish the level of contamination. Proposals which could adversely affect ground water quality will not be permitted.</p> <p>Development should demonstrate compliance with the London Plan water hierarchy for run off, especially in areas prone to flooding.</p>	<p>Assessment that was approved for the outline planning consent. The Environment Agency has not raised any objections to the proposal.</p>
DM05 (Tall buildings)	<p>Tall buildings outside the strategic locations identified in the Core Strategy will not be considered acceptable.</p>	<p>Compliant: The buildings within Zones 3 and 8 are all 4 storeys or lower.</p>
DM08 (Ensuring a variety of sizes of new homes to meet housing need)	<p>Development should provide, where appropriate a mix of dwelling types and sizes in order to provide choice.</p> <p>Barnet's dwelling size priorities are 3 bedroom properties the highest priority for social rented dwellings, 3 and 4 bedroom properties the highest priority for intermediate affordable dwellings and 4 bedroom properties the highest priority for market housing, with three bedroom properties a medium priority.</p>	<p>Compliant: The submission is considered to demonstrate the influence of this policy and provides an appropriate mix of dwelling types and sizes.</p>
DM17 (Travel impact and parking standards)	<p>The Council will :</p> <ul style="list-style-type: none"> - Ensure that the safety of all road users is taken into account when considering development proposals. - Ensure that roads within the borough are used appropriately according to their status. - Expect major development proposals with the potential for significant trip generation to be in locations which are (or will be) highly accessible by a range of transport modes. Developments should be located and designed to make the use of public transport more attractive. - Require a full Transport Assessment where the proposed development is anticipated to have significant transport implications. - Require the occupier to develop, implement and maintain a satisfactory Travel Plan to minimise increases in road traffic and meet mode split targets. - Expect development to provide safe and suitable access arrangements for all road users. - Require appropriate measures to 	<p>Compliant: A suitable Transport Statement has been submitted with the application. This assesses the transport impacts of the development and demonstrates that the development can be satisfactorily accommodated on the site in accordance with the Transport Assessment that was agreed as part of the outline application.</p> <p>The design of the development is considered to take full account of the safety of all road users, includes appropriate access arrangements and would not unacceptably increase conflicting movements on the road network or increase the risk to vulnerable road users.</p> <p>The level of car parking proposes is in accordance with the outline planning consent.</p>

	<p>control vehicle movements, servicing and delivery arrangements.</p> <ul style="list-style-type: none"> - Require, where appropriate, improvements to cycle and pedestrian facilities. - Parking will be expected to be provided in accordance with the following per unit maximum standards: <ul style="list-style-type: none"> i. 2 to 1.5 spaces for detached and semi-detached houses and flats (4 or more bedrooms). ii. 1.5 to 1 spaces for terraced houses and flats (2 to 3 bedrooms). iii. 1 to less than 1 space for developments consisting mainly of flats (1 bedroom). - Residential development may be acceptable with limited or no parking outside a Controlled Parking Zone only where it can be demonstrated that there is sufficient on street parking capacity. 	
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APPENDIX 5 - INFORMATIVES

- 1 In accordance with Article 31 of the Town and Country Planning (Development Management Procedure) Order 2010, this informative summarises the local planning authority's reasons for granting planning permission for this development and the relevant development plan policies taken into account in this decision.

In summary, the Local Planning Authority considers that the proposed development should be permitted for the following reasons:

The reserved matters of detailed design, appearance and landscaping for Zones 3 and 8 have been assessed and it is considered that the proposals will deliver high quality, sustainable, spacious residential accommodation for future occupiers without causing any unacceptable harm to the amenities of neighbouring properties. The contemporary architectural approach is considered to be appropriate whilst the scale and form of the buildings respect the surrounding residential context. The use of brick throughout these zones will provide a robust material as well as continuity across the overall masterplan. The overall layout and design of the buildings and landscape is considered to create a high quality residential environment and enhanced public realm.

The plans submitted for Zones 3 and 8 are considered to be substantially in accordance with the parameters established by the outline consent approved under reference W13582/07 and extended by reference H/03635/11. The proposals provide appropriate level of car parking in accordance with the requirements of the outline consent.

The proposals are considered to meet the requirements for 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.

This application will allow the next phases of the regeneration of the Stonegrove and Spur Road housing estates to be delivered and will contribute to the objective of creating a new, mixed and balanced community comprising new private sale homes as well as affordable housing that will bring social, economic and environmental benefits to the surrounding area.

A summary of the development plan policies relevant to this decision is set out in Tables 1 and 2 below:

Table 1: Summary of the London Plan (2011) policies relevant to this decision

Policy	Content Summary
1.1 (Delivering the strategic vision and objectives for London)	Strategic vision and objectives for London including managing growth and change in order to realise sustainable development and ensuring all Londoners to enjoy a good and improving quality of life.
3.3 (Increasing housing supply)	Boroughs should seek to achieve and exceed the relevant minimum borough annual average housing target. For Barnet the target is 22,550 over the next 10 years with an annual monitoring target of 2,255.
Policy 3.5 (Quality and design of housing developments)	Housing developments should be of the highest quality internally, externally and in relation to their context and wider environment, taking account of the policies in the London Plan. The design of all new housing should incorporate the London Plan minimum space standards and enhance the quality of local places, taking account of physical context, local character, density, tenure and land use mix and relationships with and provision of spaces.
Policy 3.6 (Children and young people's play and informal recreation facilities)	New housing should make provision for play and informal recreation based on the child population generated by the scheme and an assessment of future needs.
3.8 (Housing choice)	Londoners should have a genuine choice of homes that they can afford and which meet their requirements, including: <ul style="list-style-type: none"> • New developments should offer a range of housing sizes and types. • All new housing should be built to Lifetime Homes standard. • 10% of new housing is designed to be wheelchair accessible, or easily adaptable for wheelchair users.
Policy 3.9 (Mixed and balanced communities);	Communities mixed and balanced by tenure and household income should be promoted across London.
Policy 5.1 (Climate Change Mitigation); Policy 5.2 (Minimising carbon dioxide emissions);	Development proposals should make the fullest contribution to minimising carbon dioxide emissions in accordance with the energy hierarchy. The Mayor will seek to ensure that developments meet the following target for CO ₂ emissions, which is expressed as year improvements on the 2010 Building Regulations: 2010 to 2013: 25% (Code for Sustainable Homes level 4); Major development proposals should include a comprehensive and appropriately detailed energy assessment to demonstrate how these targets are to be met within the framework of the energy hierarchy (Be lean, be clean, be green).
Policy 5.3 (Sustainable design and construction)	Development proposals should demonstrate that sustainable design standards are integral to the proposal, considered from the start of the process and meet the requirements of the relevant guidance.
Policy 5.6 (Decentralised energy in development proposals)	Development should evaluate the feasibility of combined heat and power (CHP) systems and where they are appropriate also examine the opportunities to extend the system beyond the site boundary. Energy systems should be selected in the following hierarchy, connection to existing heating or cooling networks; site wide CHP network; communal heating and cooling.
Policy 5.7 (Renewable energy); Policy 5.9 (Overheating and cooling)	Within the framework of the energy hierarchy proposals should provide a reduction in expected carbon dioxide emissions through the use of on site renewable energy generation where feasible. Proposals should reduce potential overheating and reliance on air conditioning systems and demonstrate this has been achieved.

Policy 5.10 (Urban greening); Policy	Development proposals should integrate green infrastructure from the beginning of the design process to contribute to urban greening.
Policy 5.12 (Flood risk management);	Proposals must comply with the flood risk assessment and management requirements of set out in PPS25.
6.9 (Cycling); 6.10 (Walking)	Proposals should provide secure, integrated and accessible cycle parking facilities in line with in minimum standards and provide on-site changing facilities for cyclists. Development proposals should ensure high quality pedestrian environments and emphasise the quality of the pedestrian and street space.
6.13: (Parking)	The maximum standards in the London Plan should be applied to planning applications and developments should also provide electrical charging points, parking for disabled people and cycle parking in accordance with the London Plan standards. Delivery and servicing needs should also be provided for.
7.3 (Designing out crime)	Development proposals should reduce the opportunities for criminal behaviour and contribute to a sense of security without being overbearing or intimidating.
7.21 (Trees and woodlands)	Existing trees of value should be retained and any loss as a result of development should be replaced. Wherever appropriate the planting of additional trees should be included in developments.

Table 2: Summary of the Core Strategy (2012) policies relevant to this decision

Policy	Content Summary
CS NPPF (National Planning Policy Framework – presumption in favour of sustainable development)	Take a positive approach to proposals which reflects the presumption in favour of sustainable development and approve applications that accord with the Local Plan, unless material considerations indicate otherwise. Where there are no policies relevant to the proposal or the relevant policies are out of date permission should be granted, unless material considerations indicate otherwise.
CS1 (Barnet's place shaping strategy – the three strands approach)	As part of its 'Three Strands Approach' the council will: <ul style="list-style-type: none"> - Concentrate and consolidate growth in well located areas that provide opportunities for development, creating a high quality environment that will have positive impacts. - Focus major growth in the most suitable locations and ensure that this delivers sustainable development, while continuing to conserve and enhance the distinctiveness of Barnet as a place to live, work and visit.
CS4 (Providing quality homes and housing choice in Barnet)	Aim to create successful communities by: <ul style="list-style-type: none"> - Seeking to ensure a mix of housing products that provide choice for all are available. - Ensuring that all new homes are built to the Lifetime Homes Standard and that the wider elements of schemes include the relevant inclusive design principles. - Seeking a variety of housing related support options. - Delivering 5500 new affordable homes by 2025/26 and seeking a borough wide target of 40% affordable homes on sites capable of accommodating 10 or more dwellings. - Seek an appropriate mix of affordable housing comprising 60% social rented housing and 40% intermediate housing.
CS5 (Protecting and enhancing Barnet's character to create high quality places)	The council will ensure that development in Barnet respects local context and distinctive local character, creating places and buildings with high quality design. Developments should: <ul style="list-style-type: none"> - Address the principles, aims and objectives set out in the relevant

	<p>national guidance.</p> <ul style="list-style-type: none"> - Be safe attractive and fully accessible. - Provide vibrant, attractive and accessible public spaces. - Respect and enhance the distinctive natural landscapes of Barnet. - Protect and enhance the gardens of residential properties. - Protect important local views. - Protect and enhance the boroughs high quality suburbs and historic areas and heritage. - Maximise the opportunity for community diversity, inclusion and cohesion. - Contribute to people's sense of place, safety and security.
CS9 (Providing safe, efficient and effective travel)	<p>Developments should provide and allow for safe effective and efficient travel and include measures to make more efficient use of the local road network.</p> <p>Major proposals should incorporate Transport Assessments, Travel Plans, Delivery and Servicing Plans and mitigation measures and ensure that adequate capacity and high quality safe transport facilities are delivered in line with demand.</p> <p>The council will support more environmentally friendly transport networks, including the use of low emission vehicles (including electric cars), encouraging mixed use development and seeking to make cycling and walking more attractive for leisure, health and short trips.</p>
CS12 (Making Barnet a safer place)	<p>The Council will:</p> <ul style="list-style-type: none"> - Encourage appropriate security and community safety measures in developments and the transport network. - Require developers to demonstrate that they have incorporated community safety and security design principles in new development. - Promote safer streets and public areas, including open spaces.

Table 2: Summary of the Core Strategy (2012) policies relevant to this decision

Policy	Content Summary
DM01 (Protecting Barnet's character and amenity)	<p>Development should represent high quality design that contributes to climate change mitigation and adaptation.</p> <p>Proposals should be based on an understanding of local characteristics, preserve or enhance local character and respect the appearance, scale, mass, height and pattern of surrounding buildings, spaces and streets.</p> <p>Development should ensure attractive, safe and vibrant streets which provide visual interest. Proposal should create safe and secure environments, reduce opportunities for crime and minimise fear of crime.</p> <p>Development should be designed to allow for adequate daylight, sunlight, privacy and outlook for adjoining and potential occupiers and users. Lighting schemes should not have a demonstrably harmful impact on amenity or biodiversity. Proposals should retain outdoor amenity space.</p> <p>Trees should be safeguarded and when protected trees are to be felled the Council will require suitable tree replanting. Proposals will be required to include landscaping that is well laid out; considers the impact of hardstandings on character; achieves a suitable visual setting; provides an appropriate level of new habitat; makes a positive contribution to the surrounding area; contributes to biodiversity (including the retention of existing wildlife habitat and trees); and adequately protects existing trees and their root systems.</p>
DM02 (Development standards)	<p>Development will be expected to demonstrate compliance with relevant standards, supported by the guidance provided in the Council's Supplementary Planning Documents.</p>

DM03 (Accessibility and inclusive design)	Developments should meet the highest standards of accessible and inclusive design.
DM04 (Environmental considerations)	<p>Developments are required to demonstrate their compliance with the Mayor's targets for reductions in carbon dioxide emissions within the framework of the energy hierarchy.</p> <p>Where decentralised energy is feasible or planned development will provide either suitable connection; the ability for future connection; a feasibility study or a contribution to a feasibility study.</p> <p>Proposals should be designed and sited to reduce exposure to air pollutants and ensure that development is not contributing to poor air quality. Locating development that is likely to generate unacceptable noise levels close to noise sensitive uses will not normally be permitted. Proposals to locate noise sensitive development in areas with existing high levels of noise not normally be permitted. Mitigation of noise impacts through design, layout and insulation will be expected where appropriate.</p> <p>Development on land which may be contaminated should be accompanied by an investigation to establish the level of contamination. Proposals which could adversely affect ground water quality will not be permitted.</p> <p>Development should demonstrate compliance with the London Plan water hierarchy for run off, especially in areas prone to flooding.</p>
DM08 (Ensuring a variety of sizes of new homes to meet housing need)	<p>Development should provide, where appropriate a mix of dwelling types and sizes in order to provide choice.</p> <p>Barnet's dwelling size priorities are 3 bedroom properties the highest priority for social rented dwellings, 3 and 4 bedroom properties the highest priority for intermediate affordable dwellings and 4 bedroom properties the highest priority for market housing, with three bedroom properties a medium priority.</p>
DM17 (Travel impact and parking standards)	<p>The Council will :</p> <ul style="list-style-type: none"> - Ensure that the safety of all road users is taken into account when considering development proposals. - Ensure that roads within the borough are used appropriately according to their status. - Expect major development proposals with the potential for significant trip generation to be in locations which are (or will be) highly accessible by a range of transport modes. Developments should be located and designed to make the use of public transport more attractive. - Require a full Transport Assessment where the proposed development is anticipated to have significant transport implications. - Require the occupier to develop, implement and maintain a satisfactory Travel Plan to minimise increases in road traffic and meet mode split targets. - Expect development to provide safe and suitable access arrangements for all road users. - Require appropriate measures to control vehicle movements, servicing and delivery arrangements. - Require, where appropriate, improvements to cycle and pedestrian facilities. - Parking will be expected to be provided in accordance with the following per unit maximum standards: <ul style="list-style-type: none"> i. 2 to 1.5 spaces for detached and semi-detached houses and flats (4 or more bedrooms). ii. 1.5 to 1 spaces for terraced houses and flats (2 to 3 bedrooms). iii. 1 to less than 1 space for developments consisting mainly of flats (1 bedroom). - Residential development may be acceptable with limited or no parking outside a Controlled Parking Zone only where it can be demonstrated that there is sufficient on street parking capacity.

2. A surface water strategy should be carried out as part of a Flood Risk Assessment (FRA) to demonstrate that the proposed development will not create an increased risk of flooding from surface water. This should be carried out in accordance with the National Planning Policy Framework and the PPS25 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 5.13 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 policy 5.13 of the London Plan 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*".

Surface water run-off should be controlled as near to its source as possible through a sustainable drainage approach to surface water management. 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.

3. The applicant is advised that not all of the estate roads proposed to serve this development will be adopted. However, if the councils refuse vehicles are required to enter the site, the estate road(s) must be constructed to adoptable standards. Details of the road construction requirements can be obtained from the Traffic and Development Section in Environment, Planning and Regeneration Directorate, Building 4, North London Business Park (NLBP), Oakleigh Road South, London N11 1NP.
4. The applicant is advised that the development is located on or will have an impact on the Strategic Road Network (SRN)/Transport for London Road Network (TLRN). The Traffic Management Act (2004) requires the Council to notify Transport for London (TfL) for implementation of construction works. The developer is expected to work with the Council to mitigate any adverse impact on public highway and would require TfL's approval before works can commence. For further details, please contact Traffic & Development Section – Environment, Planning and Regeneration Directorate, London Borough of Barnet, North London Business Park (NLBP) Building 4, Oakleigh Road South, London N11 1NP.
5. The development will require junction improvements and accesses to be formed on the public highway. The costs of any associated works to the public highway, including and temporary traffic orders and reinstatement works, will be borne by the applicants and may require the applicant to enter into a section 278 Agreement under the Highways Act 1980. Detailed proposals for these works should be submitted for approval to the Traffic & Development Section – Environment, Planning and Regeneration Directorate, North London Business Park ((NLBP), Building 4, 2nd Floor, Oakleigh Road South, London N11 1NP
6. The London Plan promotes electric vehicle charging points with 20% active and 10% passive provision and should be provided. The parking layout should include provision of electric charging points for all elements of the development.
7. Where a developer proposes to discharge water to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.

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

REFERENCE: H/00233/13



LOCATION: Phase 1, Millbrook Park (former Inglis Barracks), Mill Hill East, London, NW7 1PZ

REFERENCE: H/04080/12 **Received:** 29th October 2012
Accepted: 19th November 2012

WARD: Mill Hill **Expiry:** 18th February 2013

APPLICANT: Countryside Annington (Mill Hill) Ltd

AGENDA ITEM 9

PROPOSAL: Reserved matters application seeking approval of appearance, landscaping, layout and scale for Phase 1 of Mill Hill East development (Millbrook Park) pursuant to Condition 5 of Outline planning permission reference H/04017/09 dated: 22/9/2011 involving the erection of 133 residential dwellings comprising 31 x one bed flats, 61 x two bed flats, 14 x three bed houses and 27 x four bed houses, including associated infrastructure, access roads, car parking, landscaping and approval of layout and landscaping works to Phase 1 public open space OS5, together with details to discharge the requirements of conditions 8, 13, 26, 27, 29, 32, 48, 52, 70, 80 and 85.

SUMMARY

Outline planning consent was granted on 22nd September 2011 for the redevelopment of Inglis Barracks situated in Mill Hill East. Consent was granted for a residential-led mixed use development, involving the demolition of all existing buildings (excluding the Officers' Mess building) and ground re-profiling works, to provide 2,174 dwellings, a primary school, GP surgery, 1,100sqm of 'High Street' (Class A1, A2, A3, A4 and A5) uses, 3,470sqm of employment (Class B1) uses, a district energy centre and associated open space, means of access, car parking and infrastructure.

This application relates to Phase 1 of the outline consent. Phase 1 is located in the central part of the Mill Hill East regeneration area (also known as Millbrook Park). Phase 1 falls on land that was previously used by the Ministry of Defence as operational military barracks accommodating the headquarters of the British Forces Post Office (BFPO) and Defence Courier Service (DCS). It is now predominantly vacant with all former buildings and structures demolished and removed. The proposed development comprises 133 dwellings including an affordable housing allocation of 12 dwellings, together with the landscaping of a public open space (identified as Phase 1 'Open Space 5'). The development will also include new planting, creation of new footpaths, internal access roads, provision of toddlers' doorstep play area, undercroft car parking and street furniture.

RECOMMENDATION: APPROVE SUBJECT TO THE FOLLOWING CONDITIONS;

1. This development must be begun within three years from the date of this permission.

Reason:

To comply with Section 51 of the Planning and Compulsory Purchase Act, 2004.

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

Block plan 001---A(02)004 Rev 2

Building typologies 001---A(02)005 Rev 1

Site wide location of brown roofs, green decks and PV panels 001---A(02)006 Rev 1

Site wide plan (South area) - Level +82.0 001-A(02)020 Rev 21

Site wide plan (South area) - Level +85.0 001-A(02)021 Rev 2

Site wide plan (South area) - Level +88.5 001-A(02)022 Rev 1

Site wide plan (South area) - Level +91.7 001-A(02)023 Rev 1

Site wide plan (South area) - Roof Level 001-A(02)027 Rev 1

Site wide plan (North area) - Level +88.5 001-A(02)030 Rev 1

Site wide plan (North area) - Level +91.7 001-A(02)031 Rev 1

Site wide plan (North area) - Level +94.7 001-A(02)032 Rev 1

Site wide plan (North area) - Roof Level 001-A(02)035 Rev 1

Apartment Block A Ground Floor 100-A(03)100 Rev 2

Apartment Block A First Floor 100-A(03)101 Rev 2

Apartment Block A Second Floor 100-A(03)102 Rev 2

Apartment Block A Fourth Floor 100-A(03)104 Rev 2

Apartment Block A Roof Plan 100-A(03)105 Rev 2

Apartment Block B Ground Floor 100-A(03)110 Rev 1

Apartment Block B First Floor 100-A(03)111 Rev 1

Apartment Block B Second Floor 100-A(03)112 Rev 1

Apartment Block B Third Floor 100-A(03)113 Rev 2

Apartment Block B Roof Plan 100-A(03)114 Rev 1

Apartment Block C Ground Floor 100-A(03)120 Rev 1

Apartment Block C First Floor 100-A(03)121 Rev 1

Apartment Block C Second Floor 100-A(03)122 Rev 1

Apartment Block C Third Floor 100-A(03)123 Rev 2

Apartment Block C Roof Plan 100-A(03)124 Rev 1

Apartment Block D Ground Floor 100-A(03)130 Rev 1

Apartment Block D First Floor 100-A(03)131 Rev 1

Apartment Block D Second Floor 100-A(03)132 Rev 1

Apartment Block D Third Floor 100-A(03)133 Rev 2

Apartment Block D Roof Plan 100-A(03)134 Rev 1

Apartment Block E Ground Floor 100-A(03)140 Rev 1

Apartment Block E First Floor 100-A(03)141 Rev 1

Apartment Block E Second Floor 100-A(03)142 Rev 1

Apartment Block E Third Floor 100-A(03)143 Rev 1

Apartment Block E Fourth Floor 100-A(03)144 Rev 1

Apartment Block E Roof Plan 100-A(03)145 Rev 1

Apartment Block F Ground Floor 100-A(03)150 Rev 1

Apartment Block F First Floor 100-A(03)151 Rev 1

Apartment Block F Second Floor 100-A(03)152 Rev 1

Apartment Block F Third Floor 100-A(03)153 Rev 1
 Apartment Block F Fourth Floor 100-A(03)154 Rev 1
 Apartment Block F Roof Plan 100-A(03)155 Rev 1
 Apartment Block H Lower Ground Floor 100-A(03)169 Rev 1
 Apartment Block H Ground Floor 100-A(03)170 Rev 1
 Apartment Block H First Floor 100-A(03)171 Rev 1
 Apartment Block H Second Floor 100-A(03)172 Rev 1
 Apartment Block H Third Floor 100-A(03)173 Rev 2
 Apartment Block H Roof Plan 100-A(03)174 Rev 1
 Apartment Block I Ground Floor 100-A(03)180 Rev 1
 Apartment Block I First Floor 100-A(03)181 Rev 1
 Apartment Block I Second Floor 100-A(03)182 Rev 1
 Apartment Block I Third Floor 100-A(03)183 Rev 1
 Apartment Block I Roof Plan 100-A(03)184 Rev 1
 Private House PH4B7P_1 - Floor plans 100-A(03)200 Rev 1
 Private House PH4B7P_1a - Floor plans 100-A(03)201 Rev 1
 Private House PH4B7P_2a - Floor plans 100-A(03)211 Rev 1
 Private House PH4B7P_3 - Floor plans 100-A(03)220 Rev 1
 Private House PH4B7P_3a - Floor plans 100-A(03)221 Rev 1
 Private House PH4B7P_3b - Floor plans 100-A(03)222 Rev 1
 Private House PH4B7P_3c - Floor plans 100-A(03)223 Rev 1
 Private House PH3B6P_4a - Floor plans 100-A(03)231 Rev 1
 Private House PH3B6P_5 - Floor plans 100-A(03)240 Rev 1
 Private House PH3B6P_5a - Floor plans 100-A(03)241 Rev 1
 Affordable House AH4B5P_1 Floorplans 100-A(03)300 Rev 1
 Affordable House AH4B5P_1 Floorplans 100-A(03)301 0
 Affordable House AH3B5P_2 - Typical floors 100-A(03)305 Rev 1
 Affordable House AH3B5P_2a - Typical floors 100-A(03)306 Rev 1
 Affordable House AH3B5P_2d - Typical floors 100-A(03)307 Rev 1
 Affordable House AH3B5P_2c - Typical floors 100-A(03)308 0
 Affordable House AH3B5P_2e - Typical floors 100-A(03)309 0
 Affordable House AH3B5P_3 - Typical Floors 100-A(03)310 Rev 1
 Affordable House AH3B5P_3a - Typical floors 100-A(03)311 Rev 1
 Affordable House AH4B6P_4 - Typical floors 100-A(03)315 Rev 1
 Block A Elevation 100-A(04)025 Rev 2
 Block B Elevation 100-A(04)026 Rev 2
 Block C Elevation 100-A(04)027 Rev 2
 Block D Elevation 100-A(04)028 Rev 2
 Block E Elevation 100-A(04)029 Rev 1
 Block F Elevation 100-A(04)030 Rev 1
 Block H Elevation 100-A(04)031 Rev 2
 Private House Type 03 - Detail section & elevation 100-A(04)050 Rev 1
 Private House Type 03C - Detail section & elevation 100-A(04)051 Rev 1
 Apartment Block H - Detail section & elevation 100-A(04)052 Rev 2
 Affordable House 2A - Detail section & elevation 100-A(04)053 Rev 1
 Apartment Block F - Detail section & elevation 100-A(04)054 Rev 1
 1298/P01 GA plan Rev A
 1298/PH02 plan hardworks sheet 01 Rev A
 1298/PH03 plan hardworks sheet 02 Rev A
 1298/PH04 plan hardworks sheet 03 Rev A
 1298/PP05 planting plan sheet 01 Rev A
 1298/PP06 planting plan sheet 02 Rev A
 1298/PP07 planting plan sheet 02 Rev A
 1298/PP05 planting schedule sheet 01 Rev A
 1298/PP06 planting schedule sheet 02
 1298/PP07 planting schedule sheet 03
 11085/1039 Rev T2 Phase 1 Highways Layout
 11085/1040Rev T3 Phase 1 Drainage Schematic

11085/1042 Rev T3 Phase 1 Highways Construction Details
D1174/IF/610 P1 electric car charging points
Services Drawings D1174/IF/600 P2
Services Drawings D1174/IF/601 P2
Services Drawings D1174/IF/602 P2
Services Drawings D1174/IF/603 P2
Services Drawings D1174/IF/604 P2
Landscape Management Plan
Housing Mix & Location of Affordable Housing Statement
Drainage Strategy (Brand Leonard);
Construction Management Plan (Environ)
Sustainability Appraisal (Environ)
Code for Sustainable Homes & Code for Sustainable Homes Ecology Reports
(Environ)
Energy Statement (Abba Energy Ltd October 2012)
Operational Waste Management Strategy (Environ)
Acoustic Design Report (Environ); (to follow)

Reason:

For the avoidance of doubt and in the interests of proper planning and so as to ensure that the development is carried out fully in accordance with the plans as assessed in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012) and CS NPPF and CS1 of the Adopted Barnet Core Strategy DPD (2012).

3. Before development hereby permitted is occupied a Parking Management Strategy shall be submitted to and approved in writing by the Local Planning Authority.

The plan shall include details of:

- Monitoring and enforcement of any unauthorised parking;
- Details of the management and enforcement of the use of visitors spaces;
- Controls for servicing and deliveries.

The strategy must demonstrate to the satisfaction of the Local Planning Authority that monitoring and enforcement measures will be sufficient to prevent obstruction to the free flow of both vehicular and pedestrian traffic on site.

The Parking Management Strategy shall be implemented in accordance with the details submitted and shall be applied thereafter.

Reason:

To safeguard the amenity of the resulting development the free flow of traffic within the estate and the safety of vulnerable road users in accordance with CS9 of the Core Strategy (2012) and DM17 of the Development Management Policies (2012).

4. Before the final dwelling in the development hereby permitted is occupied, the visitor cycle parking spaces shown on the approved plans shall be provided for visitors within the street in steel vandal resistant stands and thereafter maintained for the life of the development.

Reason:

To ensure the cycle storage is secure and to encourage sustainable forms of travel in accordance with Policies CS9 of the Core Strategy (2012) and DM17 of the Development Management Policies (2012).

5. Notwithstanding the details shown on plans otherwise hereby approved and prior to development commencing details of the materials to be used for the external surfaces of the buildings shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with such details as approved.

Reason:

To safeguard the visual amenities of the locality in accordance with Policies CS5 of the Core Strategy (2012) and DM01 of the Development Management Policies (2012).

6. Before the development hereby permitted commences, details of the following shall be submitted to and approved in writing by the Local Planning Authority:
 - Balconies and balustrades (including the use of stainless steel);
 - Roof parapets;
 - Depth of window reveals;
 - Canopies to entrances
 - 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.

7. All hard and soft landscaping shall be carried out in accordance with the approved landscaping scheme and shall be completed within the first planting and seeding seasons following the completion of each phase of the development or the occupation of the buildings, whichever is the earlier period.

The new planting and landscape operations should comply with the requirements specified in BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs' and in BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. Thereafter, the areas of hard and soft landscaping shall be permanently retained.

Any tree, shrub or area of turfing or seeding shown on the approved landscaping scheme which, within a period of 5 years from the completion of the development, dies, is removed or in the opinion of the Local Planning Authority becomes seriously damaged or diseased, shall be replaced in the same place in the next planting season with another such tree, shrub or area of turfing or seeding of similar size and species unless the Local Planning Authority first gives written consent to, any variation.

Reason:

To ensure that the landscaped areas are laid out and retained in accordance with the approved plans in order to preserve and enhance the visual amenities of the locality in compliance with Policies CS7 of the Core Strategy (2012) and DM16 of the Development Management Policies (2012).

8. Notwithstanding the details shown on plans otherwise hereby approved and prior to development commencing a detailed external lighting scheme including siting of lighting columns and a site plan with lux lines shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with such details as approved.

Reason:

To safeguard the visual amenities of the locality and prevent disturbance to existing and future occupants thereof and to ensure the free flow of vehicular and pedestrian traffic and security of the site in accordance with Policies CS9 of the Core Strategy (2012) and DM01, DM04 and DM17 of the Development Management Policies (2012).

9. Before the final dwelling in the development hereby permitted is occupied, a minimum of 48 cavity wall bat boxes shall have been installed into the development and thereafter maintained for the life of the development.

Reason:

In the interest of nature conservation and in accordance with Policies CS7 of the Core Strategy (2012) and DM16 of the Development Management Policies (2012).

10. All construction and delivery vehicles associated with the development of this Phase shall follow the route as shown in the submitted Construction Management Plan (dated October 2012).

Reason:

To safeguard residential amenity in accordance with policy DM17 of the Adopted Barnet Development Management Policies DPD (2012).

11. Prior to the development commencing, details of the balustrades and railings on the roof shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with such details as approved.

Reason:

To safeguard the visual amenities of the locality in accordance with Policies CS5 of the Core Strategy (2012) and DM01 of the Development Management Policies (2012).

12. No dwellings fronting the East-West link road shall be occupied until details of the windows to be installed have been submitted to and approved in writing by the Local Planning Authority. The windows shall

meet the sound reduction requirements as set out in the Acoustic Design Report (Environ, dated November 2012). The windows shall thereafter be maintained for the life of the development.

Reason:

To safeguard residential amenity in accordance with Policy DM01 of the Development Management Policies DPD (2012).

13. Before the final dwelling in the development hereby permitted is occupied the electric charging points as specified in the approved plans shall be provided and thereafter maintained for the life of the development.

Reason:

To encourage sustainable forms of travel in accordance with Policies CS9 of the Core Strategy (2012) and DM17 of the Development Management Policies (2012).

14. The development shall be carried out in accordance with the approved Landscape Management and Maintenance Plan dated October 2012 and the management and maintenance regimes shall be reviewed on an annual basis for a minimum period of 5 years as set out in the approved document.

Reason:

To secure opportunities for the enhancement of nature conservation value of the site and in accordance with Policies CS7 of the Core Strategy (2012) and DM16 of the Development Management Policies (2012).

INFORMATIVES:

The informatives that it is recommended be included on the decision notice in respect of this application are set out in Appendix 4 of this report. These include (as the first informative) a summary of the reasons for granting planning permission for this development and the relevant development plan policies taken into account in making this decision.

1. BACKGROUND TO THE CURRENT APPLICATION

1.1 The Mill Hill East Area Action Plan

Mill Hill East is designated as an Area of Intensification in the London Plan (2011) and as a key growth area in the Barnet Core Strategy (2012). The area covered by this designation includes the former Inglis Barracks; Mill Hill East station; International Bible Students Association (IBSA House); the Council Depot and recycling centre; Bittacy Court; the Scout Camp and former Mill Hill Gas Works (the area now centred around Lidbury Square).

The area was first highlighted as an area which could be redeveloped in the London Plan in 2004. This is primarily as a result of Project MoDEL (Ministry of Defence Estates London) which involves the consolidation and sale of surplus MoD properties around London. The activities from Inglis Barracks were transferred to RAF Northolt and the base vacated in 2008 thereby

providing an opportunity for redevelopment. The Council recognised that Mill Hill East was an area where more detailed policies were required to guide future development and in 2009 adopted an Area Action Plan (AAP) which covered an area of 48 hectares focused primarily on the former Inglis Barracks site. The aim of the AAP is to seek to ensure that development takes place in a balanced and coordinated manner by setting out a comprehensive framework to guide the delivery of housing, employment, leisure and associated community facilities, infrastructure, transport initiatives and environmental protection and enhancement.

A partnership comprising of a number of the key landowners and developers (the Inglis Consortium) prepared and submitted the outline application in 2009 for the comprehensive redevelopment of most of the area covered by the AAP.

1.2 The outline planning permission

In September 2011 outline planning permission was granted for the redevelopment of Mill Hill East regeneration site (now also known as Millbrook Park). This site covers an area of approximately 33.6 hectares (83 acres) and is located within the Mill Hill ward. The site is bounded to the east by Frith Lane, to the north by Partingdale Lane and to the west by Bittacy Hill (B552). Bittacy Business Park is immediately to the south of the site and Mill Hill East Underground station (Northern Line) lies to the south west.

The site is divided into a number of Development Land Parcels (DLP) or otherwise known as phases. Following approval of the site wide pre-commencement requirements, reserved matters applications will be brought forward for all detailed elements of the development, which would deal with all matters not fully addressed within the outline consent – the ‘reserved matters’ (layout, design, appearance and landscaping). This is controlled by Condition 5 of the outline permission (ref H/04017/09, dated 22nd Sept 2011).

An area of land at the junction of Frith Lane/Partingdale Lane which falls under within the AAP designation, but outside of the outline consent has an extant consent granted in 2002 for 360 residential units. This area is near completion by Countryside/Annington Properties and is known as Ridgemont.

Phase 1 falls within the area covered by the Ridgemont development and as part of the 2002 planning permission has consent for the erection of 98 units consisting of houses and apartment blocks. This area hasn't been built out and now forms part of the current application site. In order to secure this part of the site for the outline application there was a land swap arrangement with the adjoining joint venture company (JVCo) which was necessary to accommodate the AAP's requirement for an East- West link road and a school on the site.

Reserved matters for Phase 1A delivering 58 dwellings was recently approved in December 2012. Phase 2 development comprising 103 dwellings was approved in March 2013.

In addition to the plan drawings submitted, the following information was also submitted in support of the application and forms the supporting information:

Site wide - Screening plan 001-A(02)007 Rev 2
Parameter Plan 1 - Access and movement 001-A(02)010 Rev 1
Parameter Plan 2 - Landscape 001-A(02)011 Rev 1
Parameter Plan 3 - Land use 001-A(02)012 Rev 1
Parameter Plan 4 - Scale 001-A(02)013 Rev 1
Parameter Plan 5 - Character areas 001-A(02)014 Rev 1
Parameter Plan 6 - Levels strategy 001-A(02)015 Rev 1
Screening sections 1, 2, 3 100-A(04)001 Rev 1
Screening sections 4, 5, 6 100-A(04)002 Rev 1
Site sections E1, E2 100-A(04)010 Rev 2
Site sections E3, E4 100-A(04)011 Rev 2
Site sections E5, E6 100-A(04)012 Rev 2
Site sections AA, BB 100-A(04)020 Rev 2
Site sections CC, DD 100-A(04)021 Rev 2
Site sections EE, II 100-A(04)022 Rev 1
Site sections GG 100-A(04)023 Rev 2
Site sections JJ, KK 100-A(04)024 Rev1
11085/1041Rev T2 Phase 1 Swept Path Schematic
11085/1043 Rev T2 Phase 1 Lighting Layout
11085/1052 Rev T1 Phase 1 Swept Path Schematic Additional
1298/D01 typical tree details
1298/S01 site sections
1298/S02 site sections

Planning Statement (SW Planning);
Design and Access Statement (Tate Hindle & BBUK);
Design and Access Statement Addendum (Tate Hindle & BBUK);
Townscape & Visual Assessment (Environ)
Environmental Implications Letter (Environ 29th October 2012)
Environmental Implications Letter (Environ 26th March October 2012)
Archaeological Historic Environment Assessment (Museum of London Archaeology)
Highways Design Statement (Brand Leonard)
Design Assessment (The Professor Robert Tavernor Consultancy)
Daylight Sunlight & Overshadowing Assessment (Environ November 2012)
Daylight Sunlight & Overshadowing Assessment Memorandum (Environ 20th March 2012)
Brown Roof Strategy (Environ)

2. MATERIAL CONSIDERATIONS

2.1 Key Relevant Planning Policy

National Planning Policy Guidance / Statements: The National Planning Policy Framework (NPPF)

On March 27th 2012 the Government published the National Planning Policy Framework (NPPF). The NPPF sets out the Government's planning policies for England and how these are expected to be applied. The NPPF replaces 44 planning documents, primarily Planning Policy Statements (PPS's) and Planning Policy Guidance (PPG's), which previously formed Government policy towards planning.

The NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development. The document includes a 'presumption in favour of sustainable development'. This is taken to mean

approving applications, such as this proposal, which are considered to accord with the development plan.

The Mayor's London Plan: July 2011 2.13 (Opportunity Areas and Intensification Areas), 3.3 (Increasing Housing Supply), 3.4 (Optimising housing potential), 3.5 (Quality and design of housing developments), 3.6 (Children and Young People's Play and Informal Recreation Facilities), 3.7 (Large Residential Development), 3.8 (Housing Choice), 3.9 (Mixed and balanced communities), 3.12 (Negotiating affordable housing on individual private residential and mixed use schemes), 5.2 (Minimising carbon dioxide emissions), 5.3 (Sustainable design and construction), 5.7 (Renewable energy), 5.11 (Green roofs and development site environs), 5.12 (Flood risk management), 5.13 (Sustainable drainage), 5.14 (Water quality and wastewater infrastructure), 5.21 (Contaminated land), 6.3 (Assessing effects of development on transport capacity), 6.9 (Cycling), 6.10 (Walking), 6.13 (Parking), 7.1 (Building London's neighbourhoods and communities), 7.2 (An inclusive environment), 7.3 (Designing out crime), 7.4 (Local character), 7.5 (Public Realm), 7.6 (Architecture), 7.8 (Heritage Assets and Archaeology), 7.15 (Reducing noise and enhancing soundscapes), 7.19 (Biodiversity and Access to Nature), 7.21 (Trees and Woodlands).

Core Strategy (Adoption version) 2012
Development Management Policies (Adoption version) 2012

Barnet's Local Plan is made up of a suite of documents including the Core Strategy and Development Management Policies Development Plan Documents (DPD).

Relevant Core Strategy Policies: CS NPPF (National Planning Policy Framework – Presumption in Favour of Sustainable Development), CS4 (Providing Quality Homes and Housing Choice in Barnet), CS5 (Protecting and Enhancing Barnet's Character to Create High Quality Places), CS7 (Enhancing and Protecting Barnet's Open Spaces), CS9 (Providing safe, effective and efficient travel), CS12 (Making Barnet a Safer Place), CS13 (Ensuring the Efficient Use of Natural Resources), CS14 (Dealing with Waste).

The Development Management Policies document provides the borough wide planning policies that implement the Core Strategy. These policies will be used for day-to-day decision making.

Relevant Development Management DPD Policies: DM01 (Protecting Barnet's Character and Amenity), DM02 (Development Standards), DM03 (Accessibility and Inclusive Design), DM04 (Environmental Considerations), DM06 (Barnet's Heritage and Conservation), DM08 (Ensuring a variety of sizes of new homes to meet housing Need), DM16 (Biodiversity), DM17 (Travel Impact and Parking Standards).

Mill Hill East Area Action Plan (AAP) 2009

The Mill Hill East Area Action Plan (AAP) was adopted by the Council in 2009 and forms part of Barnet's Local Plan containing policies relevant to the determination of planning applications in the area. The AAP forms a material consideration in the determination of Planning Applications in this area.

The relevant policies for the consideration of this application are: MHE2 (Housing), MHE3 (Employment), MHE6 (Community Facilities, Shops and Services: Officers' Mess), MHE7 (Parks and Public Open Space), MHE8 (Children's Play Space), MHE9 (Protection of Green Belt and Biodiversity), MHE10 (Making the Right Connections), MHE12 (Sustainable Transport), MHE13 (Parking), MHE14 (Creating a Sustainable Development), MHE15 (Design), MHE16 (Delivering Design Quality), MHE17 (Conserving Built Heritage), MHE18 (Delivering the AAP).

Approved Design Code

The approved Design Code pursuant to Condition 4 of the outline consent (ref H/04565/11, 21st Dec 2011) also sets out the guidelines for how the site, its neighbourhoods, open spaces and key amenities could be designed and built. It informs the formulation of individual reserved matter applications related to specific phases of development. Site-wide or phase related reserved matters must be in compliance with the agreed Design Code unless satisfactorily justified and this will be assessed in detail below.

2.2 Relevant Planning History:

Application Reference:	H/04017/09
Case Officer:	Jo Dowling
Proposal:	Outline application for the comprehensive redevelopment of the site for residential led mixed use development involving the demolition of all existing buildings (excluding the former officers mess) and ground re-profiling works, to provide 2,174 dwellings, a primary school, GP Surgery, 1,100sqm of 'High Street' (A1/2/3/4/5) uses, 3,470sqm of employment (B1) uses, a district energy centre (Sui Generis) and associated open space, means of access, car parking and infrastructure (with all matters reserved other than access). Full application for the change of use of former officers' mess to residential (C3) and health (D1) uses.
Stat Start Date	30/10/2009
Application Type	EIAO
Decision	APL
Decision Date	22/09/2011

Application Reference:	H/04338/11
Case Officer:	Colin Leadbeatter
Proposal:	Submission of details for condition 6 (Overarching Phasing Plan) pursuant to planning permission H/04017/09 dated 22/09/11.
Stat Start Date	24/10/2011
Application Type	APD
Decision	Approve
Decision Date	15/12/2011

Application Reference:	H/04337/11
Case Officer:	Colin Leadbeatter
Proposal:	Submission of details for Condition 9 (Open Space Strategy) pursuant to planning permission H/04017/09 dated 22/09/11
Stat Start Date	24/10/2011
Application Type	APD
Decision	Approve with conditions
Decision Date	03/01/2012

Application Reference:	H/03310/11
Case Officer:	Jo Dowling
Proposal:	Preliminary infrastructure works including the demolition of existing buildings, ground re-profiling, site preparation and construction of an access road.
Stat Start Date	04/10/2011
Application Type	Full
Decision	Approve with conditions
Decision Date	22/11/2011

Application Reference:	H/00039/12
Case Officer:	Colin Leadbeater
Proposal:	Submission of details of condition 5a (details of preliminary infrastructure/enabling works in relation to Phase 1) pursuant to planning permission H/04017/09 dated 21/09/11.
Stat Start Date	22/12/2011
Application Type	Approval of Details
Decision	Approve
Decision Date	01/03/2012

Application Reference:	H/03725/12
Case Officer:	Wing Lau
Proposal:	Erection of a temporary sales and marketing suite building (for a period of 5 years) for Phase 1, Mill Hill East development including the construction of a new spur road, associated car parking, ground reprofiling and hard and soft landscaping.
Stat Start Date	05/11/2012
Application Type	Full
Decision	Approve with conditions
Decision Date	21/12/2012

2.3 Consultations and Views Expressed:

Public Consultation

Neighbours Consulted: 746

Replies: 2

Neighbours Wishing 0

To Speak

Revised plans have been received and the application was re-consulted. At the time of writing no further comments have been received, but should any arise this will be reported in an addendum report.

At the time of writing **two** letters from neighbouring residents raising the following (in summary):

- Concerned with the loss of light and noise;
- Concerned with the pressure on existing schools and questions whether there will be additional schools;
- Query whether the frequency of the buses would increase;
- Questions the future GP use;
- Questions whether Thirleby Road would become a public road;
- The number of affordable units.

Officer's response:

There are currently no immediate adjoining residential properties and the existing Ridgemont dwellings are of an adequate distance to not be affected in terms of overshadowing. The development for residential use would be akin to the surrounding uses and therefore would not raise significant noise issues.

As part of the outline consent, a two-form entry primary school is to be provided (though at the time of writing, a separate application for a three-form entry school on the same site was recently approved). The outline proposal will improve access to public transport through enhancements to the public transport infrastructure such as upgrades to bus stops and two existing bus routes will be extended into the site.

Officers cannot give comment on whether Thirleby Road would become a public road as this is within the private Ridgemont scheme. 12 affordable units are to be provided as part of this scheme.

Internal /external and Other Consultations:**Greater London Authority (GLA):**

No comments received

Metropolitan Police Service:

It would appear that the applicants have clearly acknowledged the advice provided to them and the importance of crime prevention design and future community safety issues within the reserved matters proposals. Reference is made to Secured by Design (SBD) together with a commitment to comply with Section 2 (Physical Security) of the award scheme, as is required under the CfSH. Consideration should be given to ensuring that they adhere to these principles in full throughout the construction stages to handover should planning consent be granted.

Transport for London:

The whole scheme involves the diversion of bus routes on the East-West link road inside the estate, with bus stops and stands to be provided. TfL raises no objections.

Environment Agency (EA):

Initial comments:

Initially pointed out that proposed runoff is 60l/s, compared to 45l/s agreed at outline. The EA required additional information regarding the volume of attenuation.

The applicant has since submitted further information in relation to drainage and has demonstrated that the total runoff leaving the wider site has not increased and the EA has confirmed that this satisfactorily overcomes their previous concerns.

English Heritage:

No comments received

London First:

No comments received

Sustrans :

No comments received

Thames Water:

No observations to make.

Natural England:

No objections.

London Fire Brigade:

No significant objections to the scheme. There needs to be 16.8m minimum between kerbs to enable fire engines to turn within the development.

Officer's response:

The applicant has taken on board these comments and has submitted plans showing how engines can turn.

Environment and Transport, Green Spaces:

No comments received.

Traffic and Development (Highways):

Initial comments summarised as follows:

Technical points on the layout such as vehicle tracking, minimum width of access, vehicle parking clearing zones, radii of access, lamp column positions; further details required; further construction details. A review of the materials being specified should be made as some of the ones shown in the design and access statement appear to go against the overall site design guide.

There is some flexibility in the parking requirements for 3 bed units but not for 4 bed units. The Council would not be in agreement to reduce the parking allocation for 4 bed units to less than 2 per unit or would not agree to reduce the 3 bed unit allocation to less than 1.2 per unit for this location. Limited visitor parking (10%) should be provided in communal areas and further details are required in a Parking Management Strategy.

Drainage - The drainage strategy promotes the use of suds and therefore meets with the aims of the Flood Water Management Act 2010. Subsoil characteristics is London Clay, so the site must be considered impermeable for the purposes of the detailed drainage design.

Following discussion with the applicant, amended plans were received to address Highways concerns and no further objections are raised. Highways and transport matters are dealt with in more detail under section 'Transport, Highway and Parking matters' of the report.

Environmental Health:

Initial comments as follows:

The noise report by the applicant primarily looks at the noise impact of the East-West link road on the houses of the phase plus blocks H and I fronting this road. Due to fairly high noise levels estimated to be generated by this road, the report proposes triple glazing and mechanical ventilation systems which have been designed into buildings.

Initial concerns were raised with the noise environment for residents using the balconies/terraces facing the East-West link road. The Environmental Health Officer is satisfied knowing that balconies are not the only amenity available to residents and that good quality external amenity is available within the courtyard gardens.

Noise impact on the rear garden areas of affordable housing on southern boundary:

Following discussion with the applicant, it is noted that the actual numbers of vehicular movements will be very low and that the ramp gradient is very shallow; and as a result, vehicles using the car park will not create unreasonable noise and therefore acceptable conditions will be achieved in the courtyard gardens.

Street Lighting:

There are some concerns over placing of columns for instance columns placed close to trees resulting in poor lighting levels, plus non use of best practice opposite junctions etc. A full lighting report of the area is required.

Trees and Landscape Team:

No significant objections.

Refuse:

No comments received.

District Scout Committee:

No comments received.

International Bible Students Association (IBSA House):

No comments received.

Woodside Park Gardens Suburb:

No comments received.

Mill Hill Residents Association:

No comments received.

Ridgemont Residents Association:

No comments received.

Federation of Residents Association:

No comments received.

The Finchley Society:

No comments received.

Barnet Wildlife Trust:

No comments received.

Mill Hill Preservation Society (MHPS):

Initial comments on the original plans summarised as follows:

It is important to continue the design standards that have been set by the applications for phases 1A and 2, in order to give continuity to the subsequent phases.

The Millbrook Park Design Code has not been followed in many respects. The appearance of the scheme is monotonous and does not meet the design code nor relate well to other phases already submitted. The intentions of the Design Code is for a mixture of double pitched roofs and mono pitched roofs that develop a density gradation, including a varied roofline, from phase 1A through to the rest of the site, and also sets up a relationship with the Ridgmont development. The scheme ignores this approach, and provides only what appears to be flat roofed dwellings, giving a monotonous slab like effect to a large area of the site.

Eastern Park could be laid out better. There are insufficient front gardens and the layout of roads has meant the unnecessary loss of already depleted green space. The layout generally conforms to the Design Code but the car parking court in the lower 'block' seems ill considered. The terraces seem too regimented and do not allow views through as much as the design code seems to suggest. The scale seems somewhat monumental and inhuman. Houses should be in terrace lengths of 6 – and the submitted scheme has them in lengths of 9, 11 and 12.

MHPS do not believe landmark buildings have been provided as the design is uniform throughout without any specific design emphasis at the suggested locations. There should be a gradual change in character at interface in the south-west corner of the zone in question. This 'change in character' has not been provided as the design is uniform throughout.

The scheme brings the road next to the pavement serving the housing and this means there is less green space in front of the dwellings than shown in the Design Code. The central road is especially poor and the layout produces a large area of hardstanding to facilitate very few car parking spaces for a large loss in green space.

The Eastern Park is not well served with pathways from the north-west, and the pathway layout looks haphazard and does not relate well to the adjoining development. The main pathway exits the park opposite a road junction, which would be a health and safety issue. The tree planting on the park does not follow the suggested layout, with the play area being poorly screened, and with no trees along the northern edge of the park at the roadway.

There is a strong inclination in the Design Code for the use of local building traditions and the scheme changes to the significant use of grey metal.

If this scheme is passed, and sets a precedent for other phases to follow, the Design Code's objective to produce an overall interconnected scheme would be lost. MHPS do not wish to end up with a series of unrelated architectural monuments sprawling over the whole site, and because of this object to this proposal.

Officer's response:

The above points have been covered in detail in the main report, but in summary:

Following the above initial comments, the scheme has been revised and the plans now incorporate pitched mansard roofs and dormer windows. The

scheme no longer has a monotonous appearance with varied and articulated rooflines.

The corner buildings and apartment blocks are taller (4-5 storeys) and have a different design treatment, which provides an emphasis in the locations. Phase 1 is contemporary in design and Phase 1A a very traditional development being in the 'Green Belt Edge' Character zone. Whilst the architectural language differs between the two phases, there are elements that connect them together such as the mansard roofs and the breaking down of Block F into a rhythm that reflect Phase 1A houses.

The massing and grain have also been adjusted to provide continuity along the East-West Link road. The affordable houses along the East-West link are paired and read as one larger house- comparable in scale and rhythm to the adjacent semi-detached houses of the Phase 1A scheme, providing a continuity of grain and scale along the East-West Link. Common landscape materials and planting are to be used in the public realm.

The Design Code suggests that the houses in this character area to have front gardens incorporating drives as appropriate. The affordable houses have front gardens. Whilst the private houses do not due to the garages on the ground floor, hedge planting is proposed to soften the front edge. The Residential Circus road is not significantly wide and is required to serve the number of parking spaces within this part of Phase 1 site. The central island comprises planting and a number of trees to soften the visual impact.

The scheme follows a perimeter block approach, but is broken at the ends to allow views through. The length of terraced houses as shown in the Design Code is indicative only and though this scheme has longer terraces, the alternating roof design helps to break down the length and provide variety and interest.

There is no footpath proposed in the north western part of the Eastern Park, but this is connected via the Green Lane to the west of the park. The diagonal layout of the footpath is to maximise the accessibility across the park and a formal regular approach is not considered necessary. The main pathway does exit the park opposite a road junction, but this is a shared surface Green Lane and the security gates to the undercroft car park would minimise traffic speed. The layout of the Eastern Park suggested in the Design Code is very indicative and the proposed tree planting is considered to be acceptable and provides sight lines to wider panoramic views. The play area is semi-bordered by low hedges and would not screen this part of the site. The roofs are to be a dark metal either bronze or dark grey colour and a condition is recommended to request further details to be approved.

It should be acknowledged that difference in the architectural language between phases and the Character Areas is expected as different developers come forward with their own ideas and aspirations. The Design Code aims to guide development to produce a coherent scheme across the whole of Millbrook Park and the revised Phase 1 scheme would now link better with the Phase 1A development and future phases and is considered acceptable.

3. DESCRIPTION OF THE SITE, SURROUNDINGS AND PROPOSAL

3.1 Site Description and Surroundings:

Site in relation to the outline consent:

The site to which this reserved matters application relates covers an irregular shaped area approximately 2.14 hectares (Ha) in size, located on the central eastern part of Millbrook Park. The site falls within Phase 1 of the outline consent (phasing approved pursuant to Condition 7 of the outline consent ref H/02221/12, see Appendix 1). The site is bordered on three sides by other phases in the wider Outline Permission site. There are residential properties to the east and north-east of the site from the Ridgemont development. Morphou Road forms the eastern boundary, beyond which lies the Ridgemont development. Phases 1A and 11, form the rest of the south-east and south boundaries respectively. To the west of the Phase 1 site are the future phases 6 and 7. To the north of the site is to be the future Panoramic Park, which is a neighbourhood park for the Mill Hill East regeneration site.

Each phase is further broken down into development plots (See appendix 2 for Plot layout).

Parameter Plan 5 (Character Areas) of the outline consent divides the Millbrook Park site into a number of different character areas. The adopted Design Code then refines this into 5 specific character areas. Phase 1 falls within the Central Slopes East (CSE) character area. This is an area of medium density with mix of houses and apartments. It is the steepest part of the Millbrook Park site and has a more urban character.

Physical features:

There are no buildings contained within the boundary of the Phase 1 application site, nor are there any trees on the site. It is a cleared site and comprises open land at present. The site is notable for the significant changes in gradient, as it slopes considerably from north-west to north-east by circa 15 metres; and from north-west to south-east corner, by circa 13 metres.

The Ridgemont scheme to the east has a suburban character and comprises a mix of detached, semi-detached and terraced houses.

Vehicular access through the wider site will be via the spine roads to be constructed in the future, including the new primary East-West link, which connects to Bittacy Hill in the west and Frith Lane in the east. This forms the southern boundary of the site. This road was approved as preliminary infrastructure works (ref H/03310/11, dated 17th Nov 2011). To the north of the site is the approved 'Estate Road 1' connecting Morphou Road and the future phases to the west and this road is outside of this application site.

To the west and north of the site is the existing cleared site associated with the future Millbrook Park phases.

The site has a public transport accessibility level (PTAL) of 2. Mill Hill East underground station is approximately 350m to the south of the site.

With the exception of IBSA House, the surrounding area to the north are predominantly larger residential properties with some located within the

Metropolitan Green Belt. The southern half of the surrounding area is also predominantly residential with a mix of uses including a supermarket, scout camp, golf course and the Council's depot.

3.2 Proposal

The application seeks approval for layout, scale, appearance and landscaping for Phase 1 of Millbrook Park. These matters were 'reserved' under the outline planning consent (H/04017/09). An Environmental Impact Assessment Screening Opinion for this phase was submitted separately and it was considered that an Environment Statement was not required (application ref H/01300/12 dated 1st May 2012).

Housing

The proposal is for a mix of 1, 2, 3 and 4 bedroom units. A total of 133 dwellings are proposed:

31 x one bed flats
61 x two bed flats
14 x three bed houses
27 x four bed houses

12 of the three and four bed units would be affordable dwellings (intermediate tenure) to be provided in accordance with the outline permission s106 agreement as follows:

9 x three bed houses
3 x four bed houses

The units have been arranged as two perimeter blocks with internal courtyards (described as northern and southern court). Building heights vary between 3 – 5 storeys when viewed from the street. The overall architectural strategy is to arrange rows of terraced houses running east-west which are bookended and grounded at their ends by apartment buildings.

The response to the topography of the site has created stepped building lines and a layered effect in elevation from the lowest part of the site, adjacent to Phase 1A, to the highest, along Estate Road 1 in the north. The central landscaped courtyards level the topography with amenity decks, with under-croft car parking proposed beneath.

In addition to the Phase 1 estate road already approved, internal access roads and footpaths to the properties are proposed.

Landscaping of public open space OS5

Condition 15 (Level of Open Space) of the outline consent sets out the level/target of open space to be provided across the whole Millbrook Park site. It stipulates that not less than 5.95 Hectares of open space shall be provided in the development which will consist of a target provision in a number of areas across the development site. The target provision that relates to this phase is: Eastern Park 0.42 Hectares.

Phase 1 as defined in the approved amended Phasing and Implementation Plan includes public open spaces (POS) and residential development (see

Phasing Plan at Appendix 1). Phase 1 includes Open Space 5 (OS5). This reserved matters application proposes the landscaping of the public open space OS5 (the 'Eastern Park'), which provides a local playable space. A path to link east and west side of the park with a feature staircase would be provided.

The application also proposes associated hard and soft landscaping works across the site.

Discharging of conditions

This application also involves the discharge of a number of planning conditions attached to the outline consent that require information to be submitted for each phase of the development. Those conditions that are to be approved in relation to Phase 1 are as follows:

- 8 – Housing Mix and Location of Affordable Housing Units
This requires prior to commencement of the development details of the proposed amount and mix of relevant residential development within that Phase and the proposed Affordable Housing Scheme to be submitted and approved.
- 13 – Height and Building Footprint
This requires all buildings to be in accordance with Parameter Plan 4 which sets out the maximum width, length and height. Should the proposal deviate from the parameters then this needs to be agreed by the Local Planning Authority.
- Condition 26 – Pedestrian and Vehicular Access Points
This requires details of access points, estate roads and footways to be submitted and approved.
- Condition 27 – Details of Estate Roads
This requires details of lighting, pedestrian facilities, crossing points, cycle facilities, signing, bus stops/shelters, bus standing/layover facility, bus driver facilities, highway improvements and estate road layout and gradient.
- Condition 29 – Internal Access Roads
This requires the construction of the highway intended to serve that dwelling before any dwelling is occupied within any phase of development (scheme to be approved by the LPA).
- Condition 32 – Shared Footways/Cycleways
This requires details of shared footways/cycleways to be submitted and approved.
- Condition 48 – Design of Open Space
This requires details on the construction of any communal open space and should be in accordance with the principles and parameters contained within Parameter Plan 2, Landscape (A6157/2.1/04) and the Revised Public Realm and Open Space Strategy (MHE/OPA/5.1).

- **Condition 52 – Children’s Play Space**
This requires details of children’s play areas to be submitted and approved and shall be provided within 12 months of the first occupation of any dwelling located within that phase.
- **Condition 70 – Design to Lifetime Homes Standards & Wheelchair Standards**
This condition requires all residential units to be built in accordance with Lifetime Homes Standards. Furthermore 10% of the units shall be designed to be fully wheelchair accessible or easily adaptable.
- **Condition 80 – Code for Sustainable Homes**
A statement to be submitted to demonstrate measures incorporated to achieve a minimum standard of Code for Sustainable Homes Level 4 (with a minimum level of Code Level 6) by 2016.
- **Condition 85 – Green/Brown Roofs Provision**
This requires details to demonstrate the provision of Green or Brown roofs into each of the buildings to be submitted. Details shall also include a reconciliation plan or table showing how the proposed provision complies with the 10% target fixed by condition 84.

The condition therefore seeks to discharge conditions 8, 13, 26, 27, 29, 32, 48, 52, 70, 80 and 85 insofar as the information relates to Phase 1.

4. PLANNING CONSIDERATIONS

4.1 The Principle of Development

The principle of constructing 133 residential dwellings and provision of public open space is established by the outline planning consent. This application only considers the reserved matters of:

Scale – the height, width and length of each building proposed in relation to its surroundings.

Layout – the way in which buildings, routes and open spaces are provided within the development and their relationship to buildings and spaces outside the development.

Appearance – the aspects of a building or place which determine the visual impression it makes, excluding the external built form of the development.

Landscaping – this is the treatment of private and public space to enhance or protect the site’s amenity through hard and soft measures, for example, through planting of trees or hedges or screening by fences or walls.

Access – The main access point for this phase is already established at outline stage and permission was also granted for the advance infrastructure works in March 2012, which approved the estate road to the north (Estate Road 1). The road to the east (Morphou Road) was also approved as advanced infrastructure works under permission H/00480/11 (20th April 2012).

This current application shows the access in the same location in compliance with the outline parameters for access. Whilst, the application does not formally seek the approval for access, the internal access points, circulation and routes for pedestrians and vehicles are still considered as part of the overall scheme and for the discharge of conditions 26, 27 and 29.

The outline planning permission consists of a series of parameter plans which establish a series of parameters and principles to create a clear framework of planning control and fix the quantum of development, land uses, levels and access arrangements.

The key parameter plans of relevance to the consideration of this application are:

- Parameter Plan 1: Access and Movement
Establishes the main vehicular and pedestrian access points and vehicular movement hierarchy.
- Parameter Plan 2: Landscape
Establishes the location and extent of areas of public open space.
- Parameter Plan 3: Land use
Establishes the location and distribution of land uses and open spaces.
- Parameter Plan 4: Scale
Establishes the maximum height permissible across the whole Millbrook Park site.
- Parameter Plan 5: Character Areas
Establishes the extent and disposition of the strategic character areas.
- Parameter Plan 6: Levels Strategy
Establishes the proposed spot levels at street junctions and maximum permissible gradients along each of the streets.

In order to support the detail contained within the parameter plans the outline consent has a number of additional documents that form a 'strategic development framework' in accordance with the requirements of Policy MHE18 of the AAP. The 'framework' establishes a series of development principles that will be used to guide detailed elements and the preparation of reserved matter applications. Of relevance to the consideration of this application are the following documents:

- Design Principles Document;
- Phasing and Delivery Strategy
- Technical/Infrastructure Strategy
- Revised Public Realm and Open Space Strategy (MHE/OPA/5.1)
- Technical and Infrastructure Strategy (MHE/OPA/6)
- Revised Community Facilities/Social Infrastructure Strategy (MHE/OPA/8.1)
- Revised Phasing and Delivery Strategy (MHE/OPA/10.2) which includes phasing plan ref Figure 4.1

Design Code

In addition to the above a site wide design code has been approved in the clearance of condition 4 of the outline application and forms the guide to the

assessment of reserved matters applications. This reserved matters application for Phase 1 is therefore considered within the framework of established broad development principles, Parameter Plans, and a detailed design code.

The applicant has submitted a Planning Statement to describe the proposed development and demonstrates how it complies with the outline planning permission. There are some small areas where the application does not strictly conform and the applicant has provided justification for any deviations. These are explained in the sections below.

Deviation from outline

Each phase within the Millbrook Park site is made up of smaller plots as identified in Parameter Plan 4 (Scale) and in the approved Development Schedule (DS) at outline stage. This schedule provides a plot by plot breakdown of the accommodation and in this instance Plots AR1, AR2, U and W fall within Phase 1.

The number and mix of units for Phase 1 is as per the s.106 accommodation schedule. The proposed total number (133) and mix of units is in accordance with the DS when plots AR1, AR2, U and W are added together, however the application deviates from the schedule at a plot-by-plot level. It is the distribution of the units across Phase 1 that is different to the approved schedule. This is a response to detailed design work which has concluded that a better quality solution can be achieved via deviations to the schedule. The applicant has submitted a separate s.96a application to amend the DS which has been approved under ref H/01340/13.

Approved Development Schedule at outline (Table A6157.1)

Plot	1 Bed Flat	2 Bed Flat	3 Bed Flat	3 Bed House	4 Bed House	5 Bed House	Total
AR1	4	20	0	4	12	0	
AR2	14	14	0	8	7	0	
U	10	15	0	0	4	0	
W	3	12	0	2	4	0	
Total	31	61	0	14	27	0	133

Phase 1 Reserved Matters Application

Plot	1 Bed Flat	2 Bed Flat	3 Bed Flat	3 Bed House	4 Bed House	5 Bed House	Total
AR1	8	16	0	2	13	0	39
AR2	4	15	0	12	9	0	40
U	10	14	0	0	3	0	27
W	9	16	0	0	2	0	27
Total	31	61	0	14	27	0	133

One of the rationales for the DS is to ensure that units are not squeezed into certain plots as the scale of the building are already set under Parameter Plan

4. Any deviation from the DS would be acceptable provided all other matters such as the size, scale and layout of the development would not cause adverse harm and the standard of accommodation for residents are not compromised. As discussed below in this report, when all the other detailed matters are considered the departure from the DS is acceptable.

Deviation from scale set out at outline

Parameter Plan 4 (Scale) sets out the minimum and maximum height, length and width permissible across the whole Millbrook Park site. It also sets the minimum dimensions to be achieved. The proposed scheme includes minor variations to the proposed heights.

Maximum height exceedance

The proposed development would exceed the maximum height at Plot AR2, but as discussed under 'Scale' section of the report, the deviation is considered acceptable.

Minimum heights not achieved

There are instances where the scheme does not achieve the minimum requested height in terms of 'ridge Above Ordnance Datum' (AOD), but the heights of these buildings will fall within the minimum requested height in terms of 'ridge level above adjacent ground level'. The applicant has given justification for not achieving the minimum height AOD and this is discussed in further detail under 'Scale' section of the report.

The houses do not meet the minimum width required, but as discussed in the 'Scale' section of the report, there are no significant design issues.

Road network

The road hierarchy and network is identified in approved Parameter Plan 1. The Phase 1 proposals accord with this plan in all respects with the exception of one deviation. This relates to the Green Lane, which has been changed to terminate in a hammer head at the eastern edge of Block B, with the Residential Circus forming a loop, rather than a route through from Estate Road 2 to Estate Road 1. It is considered acceptable in this instance as this change will help with traffic calming measures by closing a potential rat run and improve the edge condition to the Eastern Park.



Scheme as proposed and Green Lane not connected to the Residential Circus



Phase 1 road network as approved under Parameter Plan 1 (Access and Movement), which shows the Green Lane connected.

4.2 Amount of Development

Housing

The amount and mix of development for 133 dwellings in Phase 1 is in line with the outline consent, the latest approved phasing plan and the s.106 schedule of accommodation. The current proposals include the provision of 12 affordable houses along the southern most boundary fronting the East-West link road (also known as the primary link road) in accordance with the outline s.106. Condition 8 (Housing Mix and Location of Affordable Housing Units) of the outline consent requires the submission of details of affordable housing and the applicant has fulfilled this and therefore this condition can be discharged.

Public Open Space

Condition 15 (Level of Open Space) of the outline consent sets out the level/target of open space for Phase 1 to be 0.42Ha within the Eastern Park. This is a target figure and the proposal provides a 0.42Ha public park and is therefore acceptable.

4.3 Scale

As highlighted above, Millbrook Park outline planning consent is split into 4 character areas (as shown on Parameter Plan 5) as follows:

Green Belt Edge – low density houses, green character.

Central Slopes - medium density, mix of houses and apartments up to 4 storeys in height.

Southern Hub – highest density, predominantly apartments up to 6 storeys in height.

Mixed Use/retail/community – mixed uses around public square and new primary school.

The approved Design Code for the scheme adds a further character area referred to as the Central Slopes West character zone (CSW) and therefore the main Central Slopes is now also called Central Slopes East (CSE), which Phase 1 site falls within. The south-west corner of Phase 1 also lies within the Southern Hub character area.

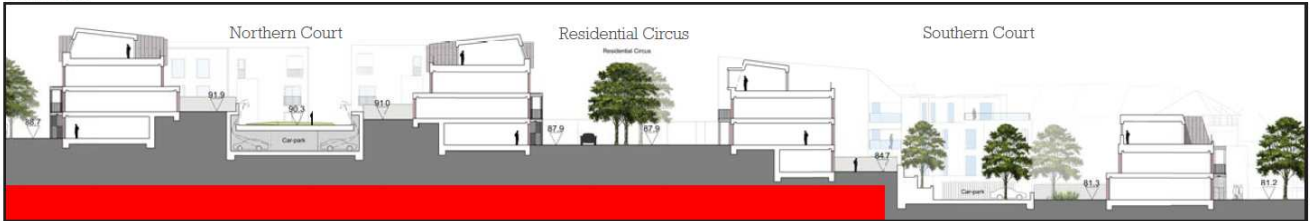
As briefly discussed above, Parameter Plan 4 (Scale) indicates the maximum height permissible in terms of the number of storeys; the height from the adjacent ground level; and the height to the ridge AOD. Below is an extract showing Plots AR1, AR2, U and W in Phase 1 and the blocks in the adjoining phases for context.



The above indicates a 4 storey maximum permissible height for the majority of the Phase 1 area. The northern section of Plot AR2 has a maximum allowance of 3 storeys and the southern western corner of Phase 1 with a maximum of 5 storeys.

Maximum height

The maximum height permissible for Plot AR2 varies between 3 and 4 storeys. The 3 storey allowance is in the northern section of Plot AR2 and is labelled 'Residential Circus South' on the submitted plans. These houses front the Residential Circus, with its rear elevations backing onto the courtyard and parking access to the south. When viewed from street level within the Residential Circus, the building at the front is 3 storeys, but due to the change of levels across the site, the houses along this 'Residential Circus South' could be viewed as 4 storeys from the rear. The extract below illustrates the different levels.



The top floor plans have been amended to accommodate terraces to the south, so reducing any perceived impact of the '4 storey' element from the rear. The roof storey / 4th storey is set back by approximately 5.3m from the rear elevation and the top floor floorplans have been reduced in size. There is a distance of approximately 34m between these houses and the affordable units to the south, reducing any potential overbearing impact it may have.

If the 'Residential Circus South' houses are to be reduced to a maximum of 3 storeys, it would need to be 2 storeys at the front at street level. This would be a significant step down from the 4 storey houses on the 'Residential Circus North' opposite and would have an awkward relationship. Officers accept that buildings should comply with the maximum heights set in the approved parameter plans, but the height as proposed would not impact on residential amenity and would not over dominate the block to the south (the affordable units). It would read as 3 storeys at the front and 3 storeys at the rear with a set back roof. In this instance, it reads better on the street and appear more coherent with the block to the north (the Residential Circus North).

The south eastern corner of Phase 1 is permitted to go up to 5 storeys and the submitted plans indicate an apartment block (Block H) that will be 5 storeys and falls just below 16m to the ridge. The affordable houses along the East-West link road are 3 storeys in height and the 4 storey apartment Block I would provide an appropriate transition between these houses and the 5 storey Block H at the end. The future adjoining corner blocks in Phases 7 and 11 are envisaged to be 6 storeys tall and the proposed 5 storey Block H would therefore not be out of keeping.

All other buildings in Phase 1 would fall under the maximum height permissible. The variation in the roof form, the dormer windows and the alternating roof form also help to break up the massing and overall scale.

Following discussion with the applicant, mansard roofs have now been added to the apartments and houses. The roof gardens on the houses apart from the Residential Circus South have been designed to alternate in orientation between adjacent houses (roof terrace overlooking street and then alternated with terrace overlooking rear garden). This modulation is further expressed at first floor level where the metal clad balcony varies between single storey and two storeys along the street elevation. The apartment buildings and the houses have been separated to create greater visual permeability into the courtyards. This alternating concept (also referred to as an 'A-B rhythm') and stepping down of the building serves to reduce the overall scale of the development.

Minimum height

There are instances where the buildings do not meet the minimum heights. This occurs at Apartment Block F and the eastern façade of house 41, the northern façade of Block F and houses 20 – 29 on the northern edge of the southern courtyard, Apartment Block I and houses 29-41. As discussed above, these fall below the minimum requested height in terms of 'ridge Above Ordnance Datum' (AOD). However, the heights of these buildings will fall within the minimum requested height in terms of 'ridge level above adjacent ground level' required by Parameter Plan 4.

The adjacent ground level is higher than the Phase 1A development opposite so the proposal seeks to lessen the impact upon Phase 1A through a reduction in height, scale and massing. If the proposal was to sit within the minimum requested height in terms of 'ridge AOD' (for those relevant blocks), further building height would need to be added to these blocks, which would give an undesirable overbearing effect on Phase 1A. It is considered important that minimum height is also achieved in urban design terms, but it is acknowledged that since the minimum height from adjacent ground level is met there are no significant objections to this deviation. Furthermore, due to the levels of the site and the adjoining phases the scheme would have an overbearing relationship if it tried to meet the minimum AOD height.

Width of buildings

The proposal also falls within the maximum width and length parameters stipulated within Parameter Plan 4. Nevertheless, the houses do not meet the minimum width of 6m and is proposed to be between 4.8 – 5.6m. The minimum width as stipulated in the parameter plans has been set to ensure that development blocks/houses are not too narrow and thus appear awkward in the streetscape. In this instance, the width of the houses is not significantly short of the required minimum 6m and more importantly, the houses appear in proportion and do not detract from the overall design. The width of the houses creates a sense of rhythm with a break at the apartment blocks and would not appear out of keeping.

Density

The amount of development and minimum/maximum building dimensions have already been approved at the outline stage and therefore the target residential density is also established, with the CSE character zone having an average of 66 dwellings per hectare (dph). The proposed development in this application would provide a net density of 77.78dph and though it exceeds the above target, this is an average figure. Furthermore, a small section in Phase 1 falls within the Southern Hub, which is envisaged to be of greater density and therefore the proposed density is considered acceptable.

Conclusion on Scale

In conclusion, the deviations from Parameter Plan 4 would not have an adverse impact on townscape or visual amenity and is permitted under Condition 13 of the outline consent (Height and Building Footprint) as acceptable justification has been provided.

4.4 Layout

Policies CS5 and DM01 require development to be of a high quality design and should ensure attractive, safe and vibrant streets which provide visual

interest. Proposal should also create safe and secure environments, reduce opportunities for crime and minimise fear of crime.

Deviation from Development Schedule

The overall number and mix of units across Phase 1 is in accordance with the DS. However, the distribution of the units across the phase deviates on a plot by plot level. Since the layout is considered acceptable in terms of density, overlooking and scale there are no objections to the deviation.

Block layout

The vision for the CSE and the Southern Hub character zone is for a 'Garden Court' and 'Urban Court' block type, though the Garden Court form should be the adopted block type as this is within the most steeply sloping part of the site (as envisaged in the Design Code). It has a perimeter block nature with terraced houses and apartment buildings and communal courtyard parking. The Urban Court form takes on the perimeter block form with continuous building frontage. The key difference between the Urban Court and Garden Court is the landscaped amenity deck which on this type is free of parking.

The buildings in Phase 1 have been grouped together by the applicant to create two perimeter blocks (northern and southern courts) of terraced houses running east-west and apartment buildings on the corners and therefore follow the Garden Court block form. It has communal parking and areas of landscaped amenity deck and thus also partially follow the Urban Court block form. The buildings have variation in the form and design and this helps to break down the overall mass and scale. The perimeter block layout ensures that there is an active frontage on all sides. There is a strong built form and the buildings are set back at an appropriate distance from the road edge.

Due to the topography of the site (sloping south), Parameter Plan 6 (Levels) orientate the blocks with their longer sides along the contours. The Phase 1 approach adopts a stepped plan approach as promoted by the Design Code. The proposed dwellings are generally laid out along contours and where the apartment blocks are in a row sloping south, these are stepped down the hill allowing views in/out from the higher units. The proposal accords with the approved parameter plan levels.

With the exception of the 'Green Lane' not being a through-route, which has been discussed above, the proposals demonstrate an internal road and building layout in accordance with the Illustrative Masterplan and the Access and Movement Parameter Plan 1.

The North-South pedestrian spine road running to the west of the site is in general compliance with the Design Code and a combination of stepped and ramped access is provided.

Parking

Parking is divided into two courts (north and south) and use the topography of the site to accommodate undercroft car parking garages and open courtyard parking.

Southern court

Parking for the affordable accommodation will be provided within an open parking court directly to the rear of the houses, with access from the court into the rear of the properties. This parking court will have a single point of access and egress coming off Morphou Road via a gated entrance. This access leads to the undercroft garages located west beyond the external courtyard and provides parking for most of the apartments in the southern court. A further undercroft garage is provided for Block F at the ground floor of block F and uses the same access off Morphou Road. The garages are covered with landscaping to provide for communal amenity decks.

Northern Court

The North courtyard uses a communal amenity deck across the whole internal court to level the site topography, with proposed undercroft car parking for the 1 and 2 bedroom apartments. The communal garage has a level access on the eastern boundary of the built form, between blocks B & C. The carpark is made secure with the provision of a restricted access gate. Access to the garages is via secured entrances from the Green Lane to the east.

Parking for private houses will be provided either on plot within integral garages or located on street. Dedicated motor cycle parking bays will be provided on the Residential Circus and in the parking bays at the North of the site.

The combined use of external communal courtyards and landscaped amenity decks over car parking is considered acceptable and follows the principles outlined in the Design Code. Distances between the parking areas and the dwellings have been minimised. Further discussion on highway matters are set out under the 'Highways' section of the report.

Access

The Design Code has been approved to enable the delivery of a permeable and legible new neighbourhood. There are a number of vehicular and pedestrian accesses into the development, making this permeable to residents and visitors. The Eastern Park is designed with a number of footpaths (both steps and ramps) and increases accessibility to the rest of the Millbrook Park site.

Open space

The approved 'Revised Public Realm and Open Space Strategy' and the Design Code establishes the design principles for the landscape works. The Eastern Park is designated as a Local Playable Space and is approximately 0.42Ha, which meets the target set out in the outline consent. The key spaces (open grassed areas, play equipment to the north-west corner of the park, seating area formal planting) follow the design parameters set out in the Design Code.

Crime

The proposed layout follows a perimeter block approach, which ensures that all street and public open spaces benefit from being overlooked by active frontages. The parking courtyard to the affordable housing is overlooked and the security gates would ensure that opportunity for crime is minimised. The Metropolitan Police Design Adviser considered the scheme to be of a good

standard in terms of safety and security. Further details relating to street lighting is to be confirmed and a condition is recommended.

Conclusion on Layout

Overall the layout is considered to accord with parameter plans and the approved Design Code. The layout is therefore considered to be acceptable.

4.5 Appearance

The NPPF makes it clear that good design is indivisible from good planning and a key element in achieving sustainable development. This document states that permission should be refused for development which is of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.

The architectural character of the proposed buildings is contemporary, but following discussion with the applicant mansard roofs have been incorporated to give a traditional variation to the houses.

House form

An ordered rhythm is set up along the terraced elevations by the castellation of the upper storeys achieved by alternating the orientation of the terraces to the top storeys. The roof gardens on the houses apart from the Residential Circus South have been designed to alternate in orientation between adjacent houses and would animate the roof tops.

Houses within the Northern Court will have a mansard roof which will in parts be set back to follow an A-B rhythm and break down the scale of the built form. Projecting dormer windows are proposed to break the horizontal line of brick parapet walls.

House roofs along the East West Link are similarly paired to reflect a similar grain to the adjoining Phase 1A scheme and also have an A-B rhythm. The affordable houses have a mansard roof form with a projecting dormer window, which breaks the horizontal line of brick parapet walls. These houses also step in pairs to respond to the topography of the site. A brick frame marks the South-East corner and entrance to the development, opposite Phase 1A.

House roofs on the south side of the Residential Circus are of a mansard form but are arranged to sit to the front of the house and do not have an A-B rhythm. This is principally because of the restriction in height for these units as they face the street. However, dormer windows again break the horizontal line of the parapet walls.

Porches are proposed to hide bins and offer shelter and balconies at high level. The porches are proposed to alternate in height to create the A-B rhythm and further articulating the elevations of the houses.

Apartment block forms

Apartment blocks follow a similar approach to the houses. A mansard roof is proposed facing the street in an A-B arrangement but brick frames are retained on the corners of the development and the Residential Circus, which mark the entrances and extents of the site. Dormer windows are proposed but these sit behind the parapet walls.

The apartment buildings are further differentiated, and their grounding is expressed, by the rustication of their lower storeys through the application of an adapted Flemish bond of one half brick thickness, from which the headers are allowed to project.

Key Corner Buildings

The key corner buildings are differentiated through their architectural language as well as their massing. The eastern end of the southern terrace fronting the East-West link road is finished with two houses with elevational treatment differing from the rest of the terrace. The metal cladding which lines the recesses forming terraces to the upper storeys along the rest of the terrace is here carried down to the ground, forming a break in the continuous brick façade of the terrace. Brickwork is employed again to clad the final punctuating element of the terrace, the landmark building, which steps forward out of line slightly and is taller, crowned with a framed “lantern” element.

Roof form

The roofscape at Mill Hill East is considered important because of the sensitivity of the site from the east and the view from beyond the site of the south facing slope. The need to achieve a varied form and appearance is considered important. Matrix 6.25 advocates that roof form in this area should be pitched or composite (pitched, mono-pitch, flat and occasionally curved). The scheme has been amended to incorporate the mansard roofs to give variety and would help to create a series of coherent and ordered layers across and down the south facing slope. The taller brick frames are retained on the corners of the development and the Residential Circus, which mark the entrances and extents of the site.

It is acknowledged that the roof form in the approved Phase 1A scheme would be a mix of dual pitched, hipped and gabled roofs. This scheme proposed under Phase 1 does not have the aforementioned roof forms, but the mansard roofs and dormer windows help to connect the two phases.

Rail guards are proposed on the apartment block rooftops for when the brown roofs and photovoltaic panels have to be maintained. The applicant has confirmed that these are ‘collapsible’ and is only raised when in use. Further details are requested as a condition.

Block F and interface

The area surrounding the application site is predominantly land cleared for future development and the only buildings that are close to this site is the Ridgemont scheme, which does not immediately adjoin the site. The application should therefore be considered in the context of those buildings that have been approved at Phase 1A (ref H/03548 dated December 2012).

Block F is located in the southern court and is positioned to more or less follow the curve of Morphou Road. This is in response to Officer’s initial concerns and in response to the Phase 1A scheme where the building line also follows the alignment of Morphou Road. Block F is broken down with recessed and projecting elevations that relate in scale and rhythm to the Phase 1A dwellings opposite. The northern end of Block F is punctuated by a

taller brick element which is a framed open terrace and creates an interesting termination to this southern court when viewed from Morphou Road. The adjoining Phase 1A development also terminates with a taller building.

The eastern façade of Block F fronting Morphou Road has a brick base and metal roof. This metal cladding is used for part of the northern and all of the western elevations of Block F to signify the different architectural form of this building and further adds to the visual interest of the development. Following amendments to the scheme, the mansard roof and dormer windows have also been added to the elevation fronting Phase 1A. The ground level of the eastern elevation of Block F accommodates a substation, bin store, bike store and meter cupboards, as well as the Block entrance and an apartment and the detailed elevation has been amended to present a more lively frontage at ground floor.

Whilst no planning applications have been submitted for the Southern Hub area- the Design Code calls for buildings of a maximum six storeys. Buildings within the Green Belt Edge area on the other hand, are restricted to heights of 3 storeys. It should be acknowledged that there will be differences in the architectural language between phases and the Character Areas as different developers come forward with their own ideas and aspirations. The Design Code makes reference to 'interface areas' with a gradual change in density, height and built form. Phase 1 is contemporary in design and Phase 1A a very traditional development being in the 'Green Belt Edge' Character zone. Whilst the architectural language differs between the two phases, there are elements that connect them together such as the mansard roofs and the breaking down of Block F into a rhythm that reflect Phase 1A houses.

The massing and grain have also been adjusted to provide continuity along the East-West link road. The affordable houses along the East-West link are paired and read as one larger house- comparable in scale and rhythm to the adjacent semi-detached houses of the Phase 1A scheme, providing a continuity of grain and scale along the East-West Link. The houses in Phase 1A vary in height between 2 and 3 storeys, the one exception to this is found in one corner where a 4 storey building is proposed. This 4 storey house adjoins the Phase 1 site to the south east and fronts the East-West link road. In terms of height, the Phase 1 buildings proposed on this edge of the site (3 storeys fronting the East-West link road and 4 storeys on Morphou Road) would be in keeping with Phase 1A houses.

Common landscape materials and planting are to be used in the public realm. The proposals for tree species and planting details have been coordinated with the design team working on Phase 1A and accord with the Design Code.

The apartment blocks on the western edge of Phase 1 site has an appearance of greater density with the taller corner block, but this part of the site would adjoin the future Phases 7 and 11, which fall within the Southern Hub Character area. It is envisaged that the future phases here would have a larger and formal approach to the building designs.

Materials

All buildings are proposed to be constructed with a buff brick base and a metal roof storey. It is acknowledged that the base material to be used in

Phase 1A is of a red colour and it is more suitable as it is within the Green Belt Edge character area. Nevertheless, the scheme proposed in Phase 1 works well in a lighter brick colour due to its contemporary nature. The Design Code stipulates that a warm red or buff brick should be used in the two character areas that Phase 1 falls in and there is no objection to the buff bricks.

The entrances to dwellings and garages are to be natural wood. The roof and porches are to be a dark metal either bronze or dark grey colour and a condition is recommended to request further details to be approved. The proposed materials for other features such as windows, doors and panels conform to the Design Code.

Conclusion for External Appearance

Overall, the contemporary appearance of the Phase 1 buildings are considered acceptable in principle and it is considered that the architectural approach would result in a high quality development in accordance with the requirements detailed within the Design Code and Policies CS5 and DM01.

4.6 Landscaping

Eastern Park

As discussed, the layout of the Eastern Park follows the key design parameters set out in the Design Code. A low Cornus hedge will be planted around the play area and shall be maintained at under 1m high so that sight lines both into and out of the play area are maintained.

The pedestrian footways and steps are laid out to maximise accessibility and permeability and the dressed aggregate follows the hard materials palette in the Design Code. The choice of larger trees species is considered to provide a structured and formal appearance. The choice of other planting species also generally conforms to those suggested in the Design Code. Timber benches have also been provided for seating.

Amenity Courtyards

The courtyard gardens have been designed as communal spaces for the resident's rest and recreation. The gardens will all be built on decks above the car parking garages in order to plant a variety of trees, shrubs, bulbs and lawn the planted areas are all raised.

The courtyards also include a variety of spaces for quiet sitting, toddlers play, gathering and other informal recreation. Toddler play pieces are provided on the lawns of both the northern and southern courtyards and along the North-south spine road. These areas are well overlooked and provide attractive green space among the houses and the parking courts.

Parking in the eastern end of the southern court is not covered. Planting is proposed in raised planting beds to soften the level change between the ground level and boundary walls of properties to the north of this courtyard. The parking courtyard for the affordable houses is suitably landscaped to soften the extent of hard surfacing.

The details submitted satisfy Conditions 48 (Design of Open Space) and 52 (Children's Play Space).

Boundary treatment and planting

Hedge and ornamental planting is proposed throughout along the front and rear boundaries of the houses and apartment blocks. This is appropriate to the building and street typology and gives an acceptable defensible buffer zone.

Adequate boundary treatment is also provided for rear gardens allowing for privacy to be maintained for residents. The metal porches proposed to the houses screen bin storage and flue exhausts as well as providing shelter at front entrances and a platform for the balcony at first floor level.

Maintenance

Areas of public open space, estate roads and parking court areas are to be transferred to the Millbrook Park Residents Management Company (RMC1) for ongoing maintenance, in accordance with the approved Estate Management Framework approved pursuant to Condition 10 of the outline consent (ref H/01219/12). The registered affordable housing provider will be responsible for the maintenance of the affordable housing units. Private lanes, driveways and green spaces associated with individual homes will be the responsible for the maintenance of individual property owners.

Hard areas

Hard materials throughout the Phase 1 site have been chosen in accordance with the schedules set out in the Design Code, with the exception of the footway in the Residential Circus. The hard materials generally accord with regards to the road type. The footway shown in the Design Code materials schedule is dressed aggregate, however, the houses along this section of the Residential Circus all have on plot parking and so vehicles will need to cross the footway on a regular basis. It is therefore proposed that a more robust material would be more appropriate, to prevent necessary re-laying of the footway which with vehicle traversing would be required with the Design Code material. Therefore block paving has been suggested in this location. Porous block paving has been selected to be laid in parking area of the southern courtyard and it is proposed to lay porous paviers in both the southern and northern courtyard gardens.

Conclusion for Landscaping

The landscaping approach is considered to be in accordance with design principles set in the Design Code and parameter plans. It will complement the architectural approach whilst increasing the overall biodiversity of the site's environment. It complies with Policies CS5 and DM16.

4.7 Amenities of Future Occupants

Dwelling outlook and daylighting

Development plan policy requires that new dwellings are provided with adequate outlook. The layout proposed for Phase 1 maximizes the outlook of occupiers of the new dwellings, while also taking account of the need to prevent unacceptable levels of overlooking.

All the units have adequate outlook and the stepping down of the houses would allow views down the slope of the site and access to adequate sunlight and daylight. The scheme has been revised to maximise its access to daylight. Where those rooms fall below the respective threshold criteria, all rooms are either located beneath a balcony or adjacent to a balcony, which would naturally result in lower daylight levels in the potentially affected room. Some of the rooms also fall less than 0.1% below the threshold criteria, which constitutes an extremely marginal failure. 10 out of 466 habitable rooms fail to meet the Average Daylight Factor (ADF) which represents 2% of habitable rooms which is considered to be extremely marginal.

It is also noted that the guidance for daylight levels within residential developments is not policy but for guidance levels and are not as absolute targets. Since only 2% of habitable rooms do not meet the ADF at a marginal level and there are other rooms in the dwelling that meet it, it is not considered to be a significant extent and not a grounds for refusal in itself.

Privacy

Across the majority of the site privacy distances are considered to be in keeping with policy requirements. In particular rear garden distances have been retained at least the required 21m for facing windows to habitable rooms. There are terraces/balconies proposed to the buildings, but these do not directly overlook into neighbouring habitable rooms.

Dwelling size

Table 3.3 in the London Plan provides a minimum gross internal floor area for different types of dwelling. The Mayor's Housing SPG November 2012 includes a wider ranging Minimum Floorspace Table based upon the same standards.

All of the units proposed would have a gross internal floor area which exceeded the requirements of the London Plan for a dwelling of that type. The proposal is therefore considered to be acceptable in this regard.

Amenity space

Every dwelling has access to some form of private amenity space. The houses all have individual rear gardens and these also have access to either a balcony or a terrace to provide additional space.

The affordable terrace has been realigned to give larger back gardens, whilst retaining a front garden, with defensible space, which will accommodate refuse and recycling bins. Although some affordable units fall marginally below the Design Code guidance, there has been an increase of usable amenity space. Private houses have smaller gardens than the affordable houses but any shortfall is made up through additional provision in the communal gardens at the heart of each court.

It is acknowledged that the standards specified in the Council's Draft Sustainable Construction and Development SPD (which is the same standards set in the Design Code) is not met, but consideration should be given to the amount of communal space in the scheme and the local parks.

All houses are located immediately adjacent to significant areas of further communal amenity space, including doorstep play, semi-private communal courtyards and within a few minutes walking distance of three parks, being the Eastern Park – forming part of this Phase to the east – Panoramic Park immediately to the north and Central Park immediately to the south-west, each of which provides its own play areas. Distances from private houses to at least one of the surrounding parks never exceeds 100m at the furthest point. In this instance and given the alternative provision, the shortfall for private amenity space is considered acceptable.

Noise disturbance from traffic

The noise report by Environ, primarily looks at the noise impact of the East-West link road on the affordable houses of the phase plus blocks H and I fronting this road. Due to fairly high noise levels estimated to be generated by this road, the report proposes triple glazing and mechanical ventilation systems which have been designed into buildings. The report indicates that windows on both the façade facing the road and also the façade facing towards the courtyard will need to be kept closed in order to meet the noise design criteria of 35dB(A) during the day and 30dB(A) during the night. Whilst it would be preferable to have the dwellings meeting the noise design criteria with the windows open, this is a consequence of the outline consent which envisages built development in this location. Mechanical ventilation is therefore proposed for these units. A condition requesting details of glazing to be used on the units fronting the East-West link road is recommended.

In terms of amenity, the balconies at blocks H and I are not the only amenity available to residents and that low noise external amenity is available within the courtyard gardens or a secondary balcony.

Following discussion with the applicant and the Council's Environmental Health Officer, it is accepted that the noise from cars using the ramp to enter/exit the southern undercroft car park would not be significant. It is noted that the actual numbers of movements will be very low and that the ramp gradient is very shallow and a brick wall will also form the boundary between the gardens and the access; and as a result, the Environmental Health Officer considers that vehicles using the car park will not create unreasonable noise and will not affect the amenity of the courtyard gardens in the southern court.

4.8 Impacts on amenities of neighbouring and surrounding occupiers and users

Privacy and outlook

The application site shares a boundary with the Phase 1A houses to the east. Due to the configuration, layout and distance of the proposed units in Phase 1 across Morphou Road, there would not be any significant harm to the future residents at both phases in terms of privacy. The existing Ridegmont properties are also of sufficient distance away to not to have any significant overlooking issues.

Conclusion for amenity matters

The development would provide for good standards of living accommodation for future residents and ensure that there would not be adverse impact on neighbouring residents. It complies with Policies DM01 and DM02.

4.9 Transport, parking and highways matters:

Access

With the exception of the Green Lane not providing a link to the Residential Circus, the access points off Morphou Road, Estate Road 1 and the north-south road have been laid out in accordance with the Illustrative Masterplan. The use of the permeable block paving for parking courts and shared surfaces and dressed aggregate for footways are in compliance with the Design Code. The 'movement hierarchy' anticipated in the Design Code will be achieved.

Pedestrian Facilities

Access and movements for pedestrians were established as part of the outline application and the 'Pedestrian favoured streets' shared surfaces are supported in this phase within the Design Code. The North-South sloping street to the west provides for ramps, steps and sloping shared surface for inclusive access. Traffic calming measures are proposed in areas of vehicular use and this is considered acceptable.

Details to discharge Conditions 26 (Pedestrian and Vehicular Access Points), Condition 27 (Details of Estate Roads) and Condition 29 (Internal Access Roads) are satisfactory. Condition 29 requires the internal access roads to be constructed and in place before any dwelling is occupied.

Parking

Condition 23 of the outline consent limits the number of residential parking spaces to 2,522 (plus limited visitor parking) across the whole site. An overall provision of 154 allocated parking spaces was originally proposed, but following discussion with the Council's Highways Team, this has increased to a total of 157 where an additional 3 allocated spaces have been provided for the 3 affordable 4 bed houses and 7 visitor spaces have been provided across the site.

The scheme therefore provides adequate car parking and would not result in significant overspill to neighbouring roads.

The Council's Highways Team are satisfied with the turning areas and the manoeuvring of vehicles along the access roads and parking courts are acceptable.

A Parking Management Strategy has yet to be submitted and must be conditioned in order for the proposal to be considered acceptable. This will demonstrate how vehicles will be prevented from parking on the non designated areas, in particular on the shared through route which is essential for traffic movements and the free flow of traffic.

Accessibility and Inclusivity

A total of 15 dwellings within Phase 1 are wheelchair accessible or easily adaptable, all of which are located on the ground floors of apartments and have level access to parking bays, to accord with the overall site requirement and outline consent. This is at least 10% of the number of total units and in

compliance with Condition 70 (Design to Lifetime Homes Standards and Wheelchair Standards) of the outline consent.

All houses and apartments are accessible with level access provided. However, due to the site topography, not all external routes are 'accessible', however, the proposals are in accordance with the outline permission and Parameter Plan 6 (Levels). The Lifetime Homes 16 basic design criteria have been accommodated.

Condition 70 states that where the scheme cannot achieve the standards due to site specific conditions evidence shall be submitted. In this instance, given the steep topography and it meets the standards internally, this is considered satisfactory to meet Condition 70. The scheme has followed principles of inclusivity and accessibility.

Sustainable travel

Cycle storage facilities are provided for each house in the form of wall mounted racks within the private houses and secure sheds within gardens for the affordable homes; whilst spaces in the basement areas serve the apartment blocks. Visitor cycle stands are also proposed in communal public areas.

The provision of electric vehicle charging points and spaces are within the both northern and southern courtyards and the undercroft parking to block F, with further provision of both spaces with charging points and infrastructure in the Residential Circus. This meets the minimum required in the London Plan 2011 (1 in 5 spaces both active and passive) to encourage the uptake of electric vehicles.

Waste Management

The majority of the dwellings have their refuse/recycling storage provided on plot and hidden within the porch area. All apartment blocks will have integrated bin stores located on the ground floors adjacent to the communal entrances. All bin stores can be accessed from inside the entrance areas and from the street. All bin stores within apartment blocks can be accessed by refuse trucks directly outside. The Council's Highways Officer is satisfied with the refuse lorry movements.

The main internal estate road and other roads serving this development are not proposed to be offered for adoption. Nevertheless, the roads and other shared surfaces on this development must be constructed to withstand the largest type loads of vehicles proposed to enter/exit these areas. An indemnity condition (No. 34) has been included on the outline consent for all phases.

Street lighting

The provision of adequate and well designed lighting will influence potential criminal behaviour and should help to reduce the risk of crime and fear of crime for those people living, visiting and working within this latest phase of the Mill Hill East development. Street lighting locations have been provided, but to ensure residents are not effected and there are some areas that would benefit the installation of more street light (such as the park and the southern

parking court) it is considered that further details should be submitted to include siting and lighting levels.

Conclusion for Transport, Parking and Highways

In summary, the application provides for adequate parking without harming the local highway network and promotes sustainable modes of travel and complies with Policies CS9 and DM17.

4.10 Environmental issues

Construction management

A Construction Management Plan for the whole of Millbrook Park was approved pursuant to Condition 17 of the outline consent (ref H/04183/11). The document incorporates the view that succinct method statements will be required for each reserved matters application. The Construction Management Plan submitted for this reserved matters application sets out the arrangements that will be implemented to ensure the environmental issues are managed and minimum impact on the surrounding environment by this development including noise disturbances, vibration, dust, smoke, plant emissions and traffic.

The submitted report follows the principle set out in the site-wide Construction Management Plan and addresses the requirements of the actions. Access into the site will be from the existing access to Bray Road from Bittacy Hill and this is considered an acceptable route.

Contamination

A contamination strategy for the whole site has been dealt with under Condition 63 of the outline consent. A separate application was submitted and approved to discharge part iii) of Condition 63 for this Phase and it is anticipated that a verification plan/report would be submitted to finally discharge part iv) of Condition 63.

4.11 Energy, climate change, biodiversity and sustainable construction matters:

Sustainable design and construction

Phases expected to be commenced prior to the end of 2013 have been designated to meet Code for Sustainable Homes Level 4 (Phase 1, 1A, 2A and 3) with post 2013 phases to meet expected revised 'Zero Carbon' government definition, and the Fabric Energy Efficiency Standard.

The proposed amendments to the roof form do not alter the amount of PVs able to be accommodated on the roofs of the apartments and houses respectively, and as such the strategy for each remains the same as set out in the submitted Energy and Sustainability reports respectively. The proposals produce a reduction in the energy use and carbon emissions over the base line standard (Building Regulations part L 2010) of 36%. This exceeds the Energy Strategy target for Phase 1 of the development of a 25% reduction as is required by London Plan policies and Condition 80 (Code for Sustainable Homes) of the outline consent. The submitted information is considered sufficient to meet the requirements of Condition 80 which can be discharged in relation to Phase 1.

Renewables

Condition 88 (Solar Photovoltaic Panels) of the outline consent requires the provision of 10,000m² of Photovoltaic panels across the development prior to the occupation of the 1,500th unit at Millbrook Park. An overarching energy strategy for the whole of Millbrook Park was submitted to and approved pursuant to Condition 79 of the outline consent (ref H/00560/12).

Each individual phase of development has been summarised with efficiency standards and BREEAM ratings, along with the renewable or sustainable energy provision relevant to each phase. As Phase 1 is not to be connected to the District Heating Network, the targets were to be met through adhering to the Mayor's Energy Hierarchy proposing an energy efficient building fabric and photovoltaic panels (PV). The approved strategy calculated the amount of PV for each phase and allocated 887m² of PV for Phase 1 and this scheme achieves this.

Water resource

The drainage strategy for Phase 1 is developed from the principles identified in the approved site wide drainage strategy produced by Halcrow pursuant to Condition 43 (Drainage Strategy, H/04340/11, April 2012) of the outline consent.

The surface water drainage system to serve Phase 1 will follow best practice using Sustainable Urban Drainage Systems (SUDS) to attenuate and treat runoff from roofs, roads, car parks and other permeable areas. The drainage strategy for Phase 1 is fully compliant with the Halcrow Group strategy in terms of its discharge rates.

The drainage strategy incorporates Sustainable Drainage (SUDS) design and includes green / brown roofs, rainwater harvesting, permeable paving and a linear rain garden. The apartment buildings will incorporate brown roofs that will provide biodiversity in addition to assisting with both the rate and the volume of surface water run-off. Green roofs will also be provided on the podium deck over the car-parks. The outfall to Phase 1 is located in the south-east corner of the site at the junction between Morphou Road and the East-West link.

Further information and calculations regarding the volume of attenuation to be provided has been provided to demonstrate that the volume is sufficient and the Environment Agency is satisfied.

Condition 82 (Greywater/Rainwater Recycling Target) of the outline consent requires a minimum of 10% of rainwater to be collected on site and used to provide for irrigation needs of the development. Condition 83 (Greywater/Rainwater Recycling Provision) requires the submission and approval of details demonstrating the incorporation of either rainwater or grey water recycling facilities into each of the buildings of the phase and this should include a reconciliation plan or table showing how the provision complies with the 10% target fixed by Condition 82.

This application does not provide such information and it is therefore recommended that an informative is placed to remind the applicant that this condition remains to be discharged.

Biodiversity and Ecology

The AAP encourages the planting of native species to encourage biodiversity. The Environmental Statement at outline stage concluded that there are no overriding concerns with respect to ecology and nature conservation preventing redevelopment taking place.

A site wide Ecological Mitigation and Management Plan (EMMP) was submitted and approved (H/04184/11, November 2011) pursuant to Condition 60 of the outline consent. It was considered that the document as approved demonstrated a comprehensive overall management plan for ecological assets on the application site.

Furthermore, an updated ecology survey was submitted to support the Phase 1 advanced infrastructure application, which confirmed that there would not be any significant impacts on statutorily protected sites, species or on priority Biodiversity Action Plan (BAP) habitats as a result of the proposal.

Significant enhancements will be delivered through the Phase 1 scheme. Planting will generally accord with the Design Code which will include specification of BAP species and so accord with policy and the outline planning permission. There will be planting of native shrubs along steep banks of the park. The proposed rain garden in the Eastern Park will be planted with native marginal plants and will be a new wildlife habitat. There are no existing trees on the site.

In accordance with the bat licence method statement for the site, a minimum of 48 cavity wall bat-boxes will be incorporated into the external cavity walls of the proposed development. The cavity bat-boxes will be built into the brick/blockwork exterior facades of the buildings; at a height not less than 8 metres. The bat access slit associated with the cavity bat-box will be the only part of the cavity box that will be visible on the external faced of the structures.

Natural England was consulted and made no comments to the scheme as submitted. There are therefore no significant ecological issues raised in this proposal.

Green/brown roofs

Condition 84 (Green/Brown Roofs Target) of the outline consent requires a minimum of 10% of green or brown roofs across the whole of Millbrook Park site. Condition 85 (Green/Brown Roofs Provision) requires details to be submitted and approved demonstrating this provision across the whole site including a reconciliation plan or table showing how it meets the 10% target fixed by Condition 84.

The scheme provides brown roofs to all apartment blocks (with circa 60% of the overall roof area) and landscaped areas (green roofs) on the two podium decks over the car parking areas. This far exceeds the minimum 10% for this site and Condition 85 can be discharged.

5. EQUALITIES AND DIVERSITY ISSUES

Section 149 of the Equality Act 2010, which came into force on 5th April 2011, imposes important duties on public authorities in the exercise of their functions, including a duty to have regard to the need to:

- “(a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;*
- (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;*
- (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.”*

For the purposes of this obligation the term “protected characteristic” includes:

- age;
- disability;
- gender reassignment;
- pregnancy and maternity;
- race;
- religion or belief;
- sex;
- sexual orientation.

Officers have in considering this application and preparing this report had regard to the requirements of this section and have concluded that a decision to grant planning permission for this proposed development will comply with the Council’s statutory duty under this important legislation.

The Phase 1 development will offer inclusive design for safe and easy use for all. Some of the dwellings do not meet Lifetime Homes Standards in terms of an external accessible route due to the steep topography, but the internal layouts of all dwellings are designed to the Lifetime Homes Standards design criteria. 15 units have been provided that are designed to be wheelchair accessible or easily adaptable.

The use of a shared surface (combined road and pavement) in appropriate places will create a continuous public realm to assist navigation through the development.

The use as residential has been established at outline stage and it would not prejudice existing or future users/residents in the surrounding area. The areas of Eastern Park are publicly accessible and have level access.

It is considered by officers that the submission adequately demonstrates that the design of the development and the approach of the applicant are acceptable with regard to equalities and diversity matters. The proposals do not conflict with either Barnet Council’s Equalities Policy or the commitments set in our Equality Scheme and support the council in meeting its statutory equality responsibilities.

6. CONCLUSION

As conditioned the proposal would not compromise the outline planning permission (H/04017/09) for the redevelopment of the wider site. It accords with the relevant development plan policies, conforms to the design principles and the parameters established in both the approved outline consent for the Mill Hill East regeneration site and the Design Code. The proposal is acceptable on visual amenity, access, highways, biodiversity, and drainage grounds. It would provide for much needed quality private and affordable family housing that would have a good standard of accommodation including outlook, privacy and access to daylight.

The contemporary design of the development is appropriate for the Central East Slopes Character area, which also provides for variety and legibility. The layout of the development provides permeability around the site as well as to the wider Millbrook Park site.

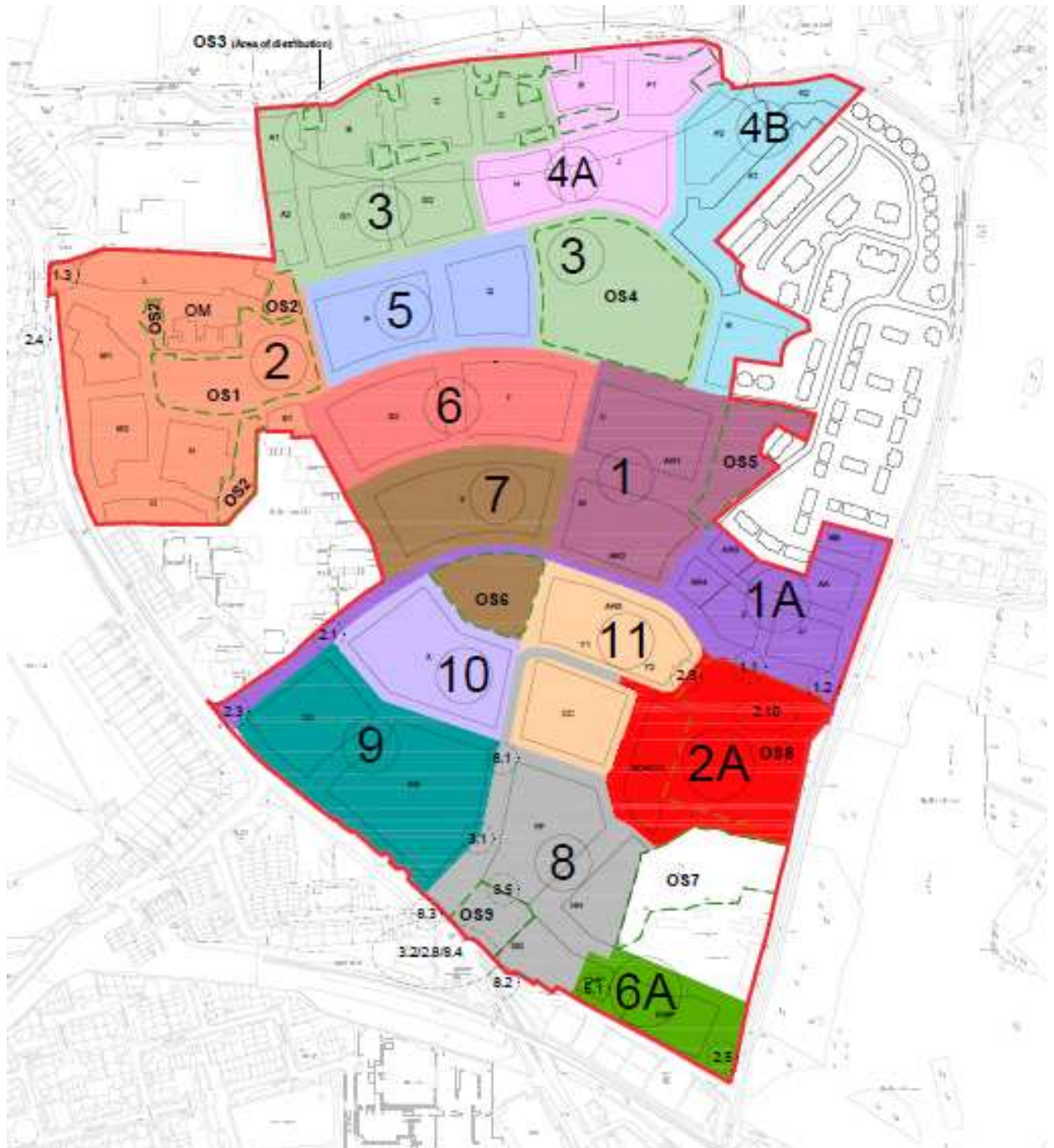
The mitigation measures proposed in relation to potential noise disturbance from the East-West link road are considered appropriate.

A large number of new trees and the landscaping scheme for the residential development and the Eastern Park would contribute to providing a green interface with neighbouring areas. The accessible public open spaces proposed would provide for quality green recreational spaces for existing residents nearby and future residents of the development.

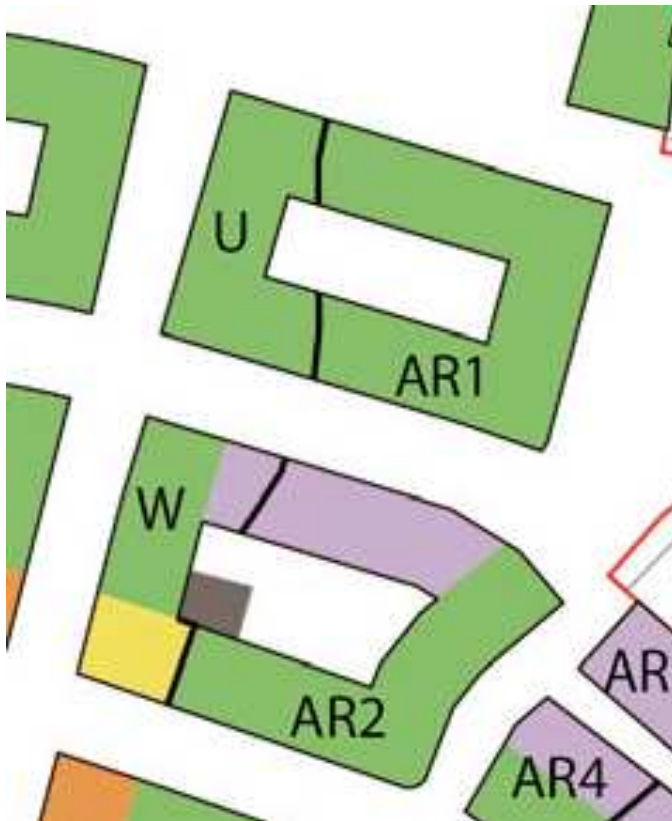
The application also satisfies the requirements of Conditions 8, 13, 26, 27, 29, 32, 48, 52, 70, 80 and 85 of the outline consent.

It is recommended that the application be **approved** subject to discharging the attached conditions.

Appendix 1 Latest Phasing Plan



Appendix 2 Plot breakdown in Phase 1



APPENDIX 4 - KEY POLICY CONTEXT

1. In accordance with Article 31 of the Town and Country Planning (Development Management Procedure) Order 2010, this informative summarises the local planning authority's reasons for granting planning permission for this development and the relevant development plan policies taken into account in this decision.

In summary, the Local Planning Authority considers that the proposed development should be permitted for the following reasons:

The reserved matters details submitted would result in a residential development with a high quality appearance and would create a residential environment that meets the amenity requirements of future occupants of the family homes proposed. The proposals are broadly in accordance with approved Parameter Plans of application ref HH/04017/09 and are considered to generally follow the principles established within the Design Code approved under application ref H/04565/11 whilst complying with the development plan including the specific policies of the Mill Hill Area Action Plan 2009. The proposal is acceptable on visual amenity, access, highways, biodiversity, and drainage grounds. The submission is therefore considered to satisfactorily address reserved matters of: Layout, Scale, Landscaping and Appearance for Phase 1 of Outline permission H/04017/09. It satisfies Conditions 8, 13, 26, 27, 29, 32, 48, 52, 70, 80 and 85 in relation to Phase 1 of the outline permission.

In accordance with paragraphs 186 and 187 of the National Planning Policy Framework, the Council takes a positive and proactive approach to development proposals, focused on solutions. The Local Planning Authority has produced planning policies and written guidance to guide applicants when submitting applications. These are all available on the Council's website. A pre-application advice service is also offered. The Local Planning Authority has negotiated with the applicant and agent where necessary during the application process to ensure that the proposed development is in accordance with the Council's relevant policies and guidance. In this case formal pre-application advice was sought prior to submission of the application.

A summary of the development plan (London Plan 2011), Barnet Core Strategy 2012, Development Management Policies DPD 2012 and Mill Hill East Area Action Plan (2009) policies relevant to this decision is set below:

London Plan (July 2011) Policies

Policy	Content Summary
1.1 (Delivering the strategic vision and objectives for London)	Strategic vision and objectives for London including managing growth and change in order to realise sustainable development and ensuring all Londoners to enjoy a good and improving quality of life.
2.13 (Opportunity Areas and Intensification Areas)	Boroughs should support the strategic policy directions for the opportunity areas and intensification areas and seek to optimise residential and non-residential output and densities, provide necessary social and other infrastructure to sustain

	growth, and, where appropriate, contain a mix of uses.
3.3 (Increasing housing supply)	Boroughs should seek to achieve and exceed the relevant minimum borough annual average housing target. For Barnet the target is 22,550 over the next 10 years with an annual monitoring target of 2,255.
3.4 (Optimising housing potential)	Taking into account local context and character, design and public transport capacity, development should optimise housing output for different types of location within the relevant density range and this is set out in density matrix table associated with this policy.
3.5 (Quality and design of housing developments)	<p>Housing developments should be of the highest quality internally, externally and in relation to their context and wider environment, taking account of the policies in the London Plan.</p> <p>The design of all new housing should incorporate the London Plan minimum space standards and enhance the quality of local places, taking account of physical context, local character, density, tenure and land use mix and relationships with and provision of spaces.</p>
Policy 3.6 (Children and young people's play and informal recreation facilities)	New housing should make provision for play and informal recreation based on the child population generated by the scheme and an assessment of future needs.
3.7 (Large Residential Development)	On those sites of over five hectares or capable of accommodating more than 500 dwellings should be progressed through an appropriately plan-led process to co-ordinate, where necessary, provision of social, environmental and other infrastructure and to create neighbourhoods with a distinctive character, sense of local pride and civic identity. The planning of these areas should take place with the engagement of local communities and other stakeholders.
3.8 (Housing choice)	<p>Londoners should have a genuine choice of homes that they can afford and which meet their requirements, including:</p> <ul style="list-style-type: none"> • New developments should offer a range of housing sizes and types. • All new housing should be built to Lifetime Homes standard. • 10% of new housing is designed to be wheelchair accessible, or easily adaptable for wheelchair users.
3.9 (Mixed and balanced communities);	Communities mixed and balanced by tenure and household income should be promoted across London.
3.12 (Negotiating affordable housing on individual private residential and mixed use schemes)	The maximum reasonable amount of affordable housing should be sought when negotiating on individual private residential and mixed use schemes. However, individual circumstances including development viability, the availability of public subsidy, the implications of phased development including provisions for reappraising the viability of schemes prior to implementation should be taken into account in negotiations.

<p>5.1 (Climate Change Mitigation); 5.2 (Minimising carbon dioxide emissions);</p>	<p>Development proposals should make the fullest contribution to minimising carbon dioxide emissions in accordance with the energy hierarchy.</p> <p>The Mayor will seek to ensure that developments meet the following target for CO₂ emissions, which is expressed as year improvements on the 2010 Building Regulations:</p> <p>2010 to 2013: 25% (Code for Sustainable Homes level 4);</p> <p>Major development proposals should include a comprehensive and appropriately detailed energy assessment to demonstrate how these targets are to be met within the framework of the energy hierarchy (Be lean, be clean, be green).</p>
<p>5.3 (Sustainable design and construction)</p>	<p>Development proposals should demonstrate that sustainable design standards are integral to the proposal, considered from the start of the process and meet the requirements of the relevant guidance.</p>
<p>5.7 (Renewable energy)</p>	<p>Within the framework of the energy hierarchy proposals should provide a reduction in expected carbon dioxide emissions through the use of on site renewable energy generation where feasible.</p>
<p>5.11 (Green roofs and development site environs)</p>	<p>Major development proposals should be designed to include roof, wall and site planting, especially green roofs and walls where feasible.</p>
<p>5.12 (Flood risk management)</p>	<p>Proposals must comply with the flood risk assessment and management requirements of set out in PPS25.</p>
<p>5.13 (Sustainable drainage)</p>	<p>Development proposals should utilise sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so, and should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible. Drainage should be designed and implemented in ways that deliver other policy objectives of the London Plan, including water use efficiency and quality, biodiversity, amenity and recreation.</p>
<p>5.14 (Water quality and wastewater infrastructure)</p>	<p>Development proposals must ensure that adequate wastewater infrastructure capacity is available in tandem with the development.</p>
<p>5.21 (Contaminated land)</p>	<p>Development of brownfield land shall not result in significant harm to human health or the environment, Appropriate measures should be taken to ensure that development on previously contaminated land does not activate or spread contamination.</p>
<p>6.3 (Assessing effects of development on transport capacity)</p>	<p>Development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. Development should not adversely affect safety on the transport network.</p>

6.9 (Cycling); 6.10 (Walking)	<p>Proposals should provide secure, integrated and accessible cycle parking facilities in line with in minimum standards and provide on-site changing facilities for cyclists.</p> <p>Development proposals should ensure high quality pedestrian environments and emphasise the quality of the pedestrian and street space.</p>
6.13: (Parking)	<p>The maximum standards in the London Plan should be applied to planning applications and developments should also provide electrical charging points, parking for disabled people and cycle parking in accordance with the London Plan standards. Delivery and servicing needs should also be provided for.</p>
7.1 (Building London's neighbourhoods and communities)	<p>Development proposals should be designed so that the layout, tenure, and mix of uses interface with surrounding land and improve people's access to social and community infrastructure (including green spaces), the Blue Ribbon Network, local shops, employment opportunities, commercial services and public transport. Development should also enable people to live healthy, active lives; should maximize the opportunity for community diversity, inclusion and cohesion; and should contribute to people's sense of place, safety and security. The design of new buildings and the spaces they create should help reinforce or enhance the character, legibility, permeability and accessibility of the neighbourhood.</p>
7.2 (An inclusive environment)	<p>Development proposals should achieve the highest standards of accessible and inclusive design and supports the principles of inclusive design. It should be designed so that it can be used safely, easily and with dignity by all regardless of disability, age, gender, ethnicity or economic circumstances.</p>
7.3 (Designing out crime)	<p>Development proposals should reduce the opportunities for criminal behaviour and contribute to a sense of security without being overbearing or intimidating.</p>
7.4 (Local character)	<p>Development proposals should have regard to the form, function, and structure of an area, place or street and the scale, mass and orientation of surrounding buildings. It should improve an area's visual or physical connection with natural features. Buildings, streets and open spaces should provide a high quality design.</p>
7.5 (Public Realm)	<p>Development should make the public realm comprehensible at a human scale, using gateways, focal points and landmarks as appropriate to help people find their way. Landscape treatment, street furniture and infrastructure should be of the highest quality, have a clear purpose.</p>
7.6 (Architecture)	<p>Architecture should make a positive contribution to a coherent public realm, streetscape and wider cityscape. It should incorporate the highest quality materials and design appropriate to its context. Buildings and structures should a be of the highest architectural quality and development should not cause</p>

	unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind and microclimate.
7.8 (Heritage Assets and Archaeology)	Development should identify, value, conserve, restore, re-use and incorporate heritage assets, where appropriate. Development affecting heritage assets and their settings should conserve their significance, by being sympathetic to their form, scale, materials and architectural. Development that affects the setting of listed buildings or conservation areas should be of the highest quality of architecture and design, and respond positively to local context and character.
7.15 (Reducing noise and enhancing soundscapes)	Development proposals should seek to reduce noise by minimising the existing and potential adverse impacts of noise on, from, within, or in the vicinity of, development proposals. It should also reduce noise by separating new noise sensitive development from major noise sources wherever practicable through the use of distance, screening, or internal layout.
7.19 (Biodiversity and Access to Nature)	Development proposals should wherever possible, make a positive contribution to the protection, enhancement, creation and management of biodiversity.
7.21 (Trees and woodlands)	Existing trees of value should be retained and any loss as a result of development should be replaced. Wherever appropriate the planting of additional trees should be included in developments.

Barnet's Local Plan Policies (September 2012)

Policy	Content Summary
CS NPPF (National Planning Policy Framework – presumption in favour of sustainable development)	Take a positive approach to proposals which reflects the presumption in favour of sustainable development and approve applications that accord with the Local Plan, unless material considerations indicate otherwise. Where there are no policies relevant to the proposal or the relevant policies are out of date permission should be granted, unless material considerations indicate otherwise.
CS1 (Barnet's place shaping strategy – the three strands approach)	As part of its 'Three Strands Approach' the council will: <ul style="list-style-type: none"> - Concentrate and consolidate growth in well located areas that provide opportunities for development, creating a high quality environment that will have positive impacts. - Focus major growth in the most suitable locations and ensure that this delivers sustainable development, while continuing to conserve and enhance the distinctiveness of Barnet as a place to live, work and visit.

<p>CS4 (Providing quality homes and housing choice in Barnet)</p>	<p>Aim to create successful communities by:</p> <ul style="list-style-type: none"> - Seeking to ensure a mix of housing products that provide choice for all are available. - Ensuring that all new homes are built to the Lifetime Homes Standard and that the wider elements of schemes include the relevant inclusive design principles. - Seeking a variety of housing related support options. - Delivering 5500 new affordable homes by 2025/26 and seeking a borough wide target of 40% affordable homes on sites capable of accommodating 10 or more dwellings. - Seek an appropriate mix of affordable housing comprising 60% social rented housing and 40% intermediate housing.
<p>CS5 (Protecting and enhancing Barnet's character to create high quality places)</p>	<p>The council will ensure that development in Barnet respects local context and distinctive local character, creating places and buildings with high quality design.</p> <p>Developments should:</p> <ul style="list-style-type: none"> - Address the principles, aims and objectives set out in the relevant national guidance. - Be safe attractive and fully accessible. - Provide vibrant, attractive and accessible public spaces. - Respect and enhance the distinctive natural landscapes of Barnet. - Protect and enhance the gardens of residential properties. - Protect important local views. - Protect and enhance the boroughs high quality suburbs and historic areas and heritage. - Maximise the opportunity for community diversity, inclusion and cohesion. - Contribute to people's sense of place, safety and security.
<p>CS7 (Enhancing and Protecting Barnet's Open Spaces)</p>	<p>The Council will create a greener Barnet by:</p> <ul style="list-style-type: none"> - protecting open spaces, including Green Belt and Metropolitan Open Land. - ensuring that the character of green spaces of historic significance is protected. - meeting increased demand for access to open space and opportunities for physical activity, by tackling deficiencies and under provision. - - securing additional on-site open space or other open space improvements in the identified growth areas including 8 ha of new provision at Brent Cross – Cricklewood, 5.5 ha of new provision at Mill Hill East and 5 ha at Colindale. - securing improvements to open spaces including provision for children's play, sports

	<p>facilities and better access arrangements.</p> <ul style="list-style-type: none"> - ensuring that development protects existing site ecology and makes the fullest contributions to enhancing biodiversity.
CS9 (Providing safe, efficient and effective travel)	<p>Developments should provide and allow for safe effective and efficient travel and include measures to make more efficient use of the local road network.</p> <p>Major proposals should incorporate Transport Assessments, Travel Plans, Delivery and Servicing Plans and mitigation measures and ensure that adequate capacity and high quality safe transport facilities are delivered in line with demand.</p> <p>The council will support more environmentally friendly transport networks, including the use of low emission vehicles (including electric cars), encouraging mixed use development and seeking to make cycling and walking more attractive for leisure, health and short trips.</p>
CS12 (Making Barnet a safer place)	<p>The Council will:</p> <ul style="list-style-type: none"> - Encourage appropriate security and community safety measures in developments and the transport network. - Require developers to demonstrate that they have incorporated community safety and security design principles in new development. - Promote safer streets and public areas, including open spaces. -
CS13 (Ensuring the Efficient Use of Natural Resources)	<p>The Council will seek to minimise Barnet's contribution to climate change and ensure that through the efficient use of natural resources the borough develops in a way which respects environmental limits and improves quality of life.</p> <p>The Council will promote the highest environmental standards for development and through the SPDs. The Council will expect all development to be energy-efficient and seek to minimise any wasted heat or power.</p> <p>The Council will be a water efficient borough and minimise the potential for fluvial and surface flooding by ensuring development does not cause harm to the water environment, water quality and drainage systems subject to local geology and ground water levels. Development should utilise Sustainable Urban Drainage Systems (SUDS) in order to reduce surface water run-off and ensure such run-off is managed as close to its source as possible.</p>

Development Management Policies	
DM01 (Protecting Barnet's character and amenity)	<p>Development should represent high quality design that contributes to climate change mitigation and adaptation.</p> <p>Proposals should be based on an understanding of local characteristics, preserve or enhance local character and respect the appearance, scale, mass, height and pattern of surrounding buildings, spaces and streets.</p> <p>Development should ensure attractive, safe and vibrant streets which provide visual interest. Proposal should create safe and secure environments, reduce opportunities for crime and minimise fear of crime.</p> <p>Development should be designed to allow for adequate daylight, sunlight, privacy and outlook for adjoining and potential occupiers and users. Lighting schemes should not have a demonstrably harmful impact on amenity or biodiversity. Proposals should retain outdoor amenity space.</p> <p>Trees should be safeguarded and when protected trees are to be felled the Council will require suitable tree replanting. Proposals will be required to include landscaping that is well laid out; considers the impact of hardstandings on character; achieves a suitable visual setting; provides an appropriate level of new habitat; makes a positive contribution to the to the surrounding area; contributes to biodiversity (including the retention of existing wildlife habitat and trees); and adequately protects existing tress and their root systems.</p>
DM02 (Development standards)	Development will be expected to demonstrate compliance with relevant standards, supported by the guidance provided in the Council's Supplementary Planning Documents.
DM03 (Accessibility and inclusive design)	Developments should meet the highest standards of accessible and inclusive design.
DM04 (Environmental considerations)	<p>Developments are required to demonstrate their compliance with the Mayor's targets for reductions in carbon dioxide emissions within the framework of the energy hierarchy.</p> <p>Where decentralised energy is feasible or planned development will provide either suitable connection; the ability for future connection; a feasibility study or a contribution to feasibility study.</p> <p>Proposals should be should be designed and sited to reduce exposure to air pollutants and ensure that development is not contributing to poor air quality.</p>

	<p>Locating development that is likely to generate unacceptable noise levels close to noise sensitive uses will not normally be permitted. Proposals to locate noise sensitive development in areas with existing high levels of noise not normally be permitted. Mitigation of noise impacts through design, layout and insulation will be expected where appropriate.</p> <p>Development on land which may be contaminated should be accompanied by an investigation to establish the level of contamination. Proposals which could adversely affect ground water quality will not be permitted.</p> <p>Development should demonstrate compliance with the London Plan water hierarchy for run off, especially in areas prone to flooding.</p>
DM06 (Barnet's Heritage and Conservation)	<p>All heritage assets will be protected in line with their significance. All development will have regard to the local historic context.</p> <p>Proposals involving or affecting Barnet's heritage assets should demonstrate the following:</p> <ul style="list-style-type: none"> - the significance of the heritage asset - the impact of the proposal on the significance of the heritage asset - the impact of the proposal on the setting of the heritage asset - how the significance and/or setting of a heritage asset can be better revealed - the opportunities to mitigate or adapt to climate change - how the benefits outweigh any harm caused to the heritage asset
DM08 (Ensuring a variety of sizes of new homes to meet housing need)	<p>Development should provide, where appropriate a mix of dwelling types and sizes in order to provide choice.</p> <p>Barnet's dwelling size priorities are 3 bedroom properties the highest priority for social rented dwellings, 3 and 4 bedroom properties the highest priority for intermediate affordable dwellings and 4 bedroom properties the highest priority for market housing, with three bedroom properties a medium priority.</p>
DM16 (Biodiversity)	<p>The council will seek the retention and enhancement, or the creation of biodiversity for new developments.</p>
DM17 (Travel impact and parking standards)	<p>The Council will :</p> <ul style="list-style-type: none"> - Ensure that the safety of all road users is taken into account when considering development proposals. - Ensure that roads within the borough are used appropriately according to their status. - Expect major development proposals with the potential for significant trip generation to be in locations which are (or will be) highly accessible by a range of transport modes. Developments should be

	<p>located and designed to make the use of public transport more attractive.</p> <ul style="list-style-type: none"> - Require a full Transport Assessment where the proposed development is anticipated to have significant transport implications. - Require the occupier to develop, implement and maintain a satisfactory Travel Plan to minimise increases in road traffic and meet mode split targets. - Expect development to provide safe and suitable access arrangements for all road users. - Require appropriate measures to control vehicle movements, servicing and delivery arrangements. - Require, where appropriate, improvements to cycle and pedestrian facilities. - Parking will be expected to be provided in accordance with the following per unit maximum standards: <ul style="list-style-type: none"> i. 2 to 1.5 spaces for detached and semi-detached houses and flats (4 or more bedrooms). ii. 1.5 to 1 spaces for terraced houses and flats (2 to 3 bedrooms). iii. 1 to less than 1 space for developments consisting mainly of flats (1 bedroom). - Residential development may be acceptable with limited or no parking outside a Controlled Parking Zone only where it can be demonstrated that there is sufficient on street parking capacity.
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Mill Hill East Area Action Plan (AAP) 2009

Policy	Content Summary
MHE 2 (Housing)	<ul style="list-style-type: none"> • Mix of housing types including a significant proportion of family housing. • A target of 50% affordable housing • A net average density of 85dph. <p>Development to be built to lifetime homes standards.</p>
MHE6 (Community Facilities, Shops and Services: Officers' Mess),	<p>Officers' Mess – To be retained and converted to a new use which will respect and reflect the heritage of the building. Grounds and Gardens to be retained.</p> <p>Retention of the war memorial in situ or its sensitive relocation in the local area</p>
MHE7 (Parks and Public Open Space)	<p>Provision of around 5.5 hectares including:</p> <ul style="list-style-type: none"> • 4 new local parks; • Retained woodland; • Sports pitches <p>In addition contributions will be sought to improve existing open space and may include:</p>

	<ul style="list-style-type: none"> works to local footpaths improvements to Bittacy Hill Park
MHE8 (Children's Play Space)	Provision on site based on assessment of need
MHE9 (Protection of Green Belt and Biodiversity)	<p>No development within Green Belt and development adjacent to Green Belt will be required to enhance the visual amenity of the area.</p> <p>Ecological surveys required before development can commence to ensure appropriate mitigation measures.</p> <p>Planting of native species to encourage biodiversity</p>

MHE10 (Making the Right Connections)	<p>Development based on a new network of streets linking to the surrounding area.</p> <p>Street design to promote place making.</p> <p>Delivering the following strategic elements:</p> <ul style="list-style-type: none"> A new east/west link between Bittacy Hill and Frith Lane which is suitable for use as a bus route; and A high street running north/south to Mill Hill East station, suitable for use as a bus route
MHE12 (Sustainable Transport)	<p>Sustainable Transport – To include:</p> <ul style="list-style-type: none"> A bus route between Bittacy Hill and Frith Lane; and Improvements to Mill Hill East Underground station, station forecourt and bus interchange <p>Preparation of a public transport strategy and contributions towards the provision of public transport.</p> <p>Direct and safe walking/cycling routes across the development.</p>
MHE13 (Parking)	<p>Residential parking to vary across site dependent upon proximity to public transport and unit size. UDP standards will be taken as a maximum and a lower car parking ratio encouraged.</p> <p>Provision of travel plans to include measures to reduce car usage.</p> <p>Residential and non residential parking to be at levels consistent with adopted council policy and Annex 4 of the London Plan.</p>
MHE14 (Creating a Sustainable Development)	<p>Residential development to achieve a minimum of Code Level 4.</p> <p>Commercial and community buildings to achieve a</p>

	<p>BREEAM excellent rating.</p> <p>Construction materials to achieve a rating of A+ to D in the BRE Green Guide.</p> <p>Sustainable Urban Drainage Systems (SUDS) to be used.</p> <p>Use of green and brown roofs in particular on the school.</p> <p>Provision of grey water recycling.</p> <p>20% of all energy requirements to be met through renewable technologies.</p> <p>Provision of an energy strategy to include a feasibility study for provision of district heating.</p> <p>50% of waste to be recycled or composted.</p> <p>Provision of a minimum of 0.5 hectares of land for sustainable infrastructure.</p>
MHE15 (Design)	<ul style="list-style-type: none"> • Creation of gateway near station with shops and offices around a new public square with enhanced pedestrian crossing; • Creation of high quality local high street linking square to centre of site; • Creation of three residential character areas that are responsive to the suburban character and setting of development: Green Belt edge, Central Slopes, Southern Hub; • Aligning parks and buildings and using site topography to create a series of panoramic views from public spaces but also to limit views into the site. • Community facilities and public transport stops to be within 5 minutes walk distance of most residents.
MHE16 (Delivering Design Quality)	Development will be required to demonstrate a high level of quality in urban design, architecture and landscape design.
MHE17 (Conserving Built Heritage)	Development affecting locally listed buildings and structures should seek to safeguard their special character, appearance and setting
MHE18 (Delivering the AAP)	A comprehensive approach will be required to development to the site to ensure a high quality of design, an integrated layout and the timely delivery of social, economic, environmental and physical infrastructure improvements

2. The applicant is reminded that the conditions and planning controls in the outline permission H/04017/09 dated 22/09/2011 are still relevant and must be complied with. There are also conditions that require to be discharged prior to the occupation of the development.
3. If the development is carried out it will be necessary for any existing redundant vehicular crossovers to be reinstated to footway level by the Highway Authority at the applicant's expense. You may obtain an estimate for this work from the Chief Highways Officer, Building 4, North London Business Park (NLBP), Oakleigh Road South, London N11 1NP.
4. The applicant must submit a separate application under Section 184 of the Highways Act (1980) for the proposed vehicular access which will need to be constructed as a heavy duty access. The proposed access design details, construction and location will be reviewed by the Development Team as part of the application. Any related costs for alterations to the public highway layout that may become necessary, due to the design of the onsite development, will be borne by the applicant.
5. The costs of any associated works to the public highway, including temporary traffic order making and related implementation works and reinstatement works will be borne by the applicants and carried out either under rechargeable works Agreement or may require the applicant to enter into a 278 Agreement under the Highways Act 1980. Detailed design will have to be approved by Traffic & Development Section – Environment, Planning and Regeneration Directorate.

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LOCATION: Phase 3 (POS), Phases 3, 4a, 4b, 5, 10, 11 and part of Phase 7 of Millbrook Park (site of former Inglis Barracks), Mill Hill East, London, NW7 1PZ

REFERENCE: H/00668/13 **Received:** 12th February 2013
Accepted: 12th February 2013

WARD: Mill Hill **Expiry:** 14th May 2013

AGENDA ITEM 10

APPLICANT: Inglis Consortium

PROPOSAL: Reserved matters application seeking approval for construction of associated advanced infrastructure works and landscaping associated with Phase 3 (public open space OS4) of Mill Hill East development to create 'Panoramic Park' and advance infrastructure works in relation to Phases 3, 4a, 4b and 5, pursuant to Conditions 5 and 5b of Outline planning permission reference H/04017/09 dated: 22/9/2011, together with details to discharge the requirements of conditions 26 (Pedestrian and Vehicular Access Points), 48 (Design of Open Space) and 52 (Children's Play Space). Ground re-profiling works to Phases 10, 11 and part of Phase 7.

SUMMARY

Outline planning consent was granted on 22nd September 2011 for the redevelopment of Inglis Barracks situated in Mill Hill East. Consent was granted for a residential-led mixed use development, involving the demolition of all existing buildings (excluding the Officers' Mess building) and ground re-profiling works, to provide 2,174 dwellings, a primary school, GP surgery, 1,100sqm of 'High Street' (Class A1, A2, A3, A4 and A5) uses, 3,470sqm of employment (Class B1) uses, a district energy centre and associated open space, means of access, car parking and infrastructure.

This application site covers an area approximately 14 hectares (Ha) and comprises a parcel of land which covers the northern section of the Mill Hill East regeneration site (land identified as Phase 3, 3 (POS), 4a, 4b and 5 on the approved phasing plan), plus a 'strip' of land that extends south to a further area of land within the central southern section of the site (Phase 10 and 11 land). The proposed development is for the advanced infrastructure works to be undertaken prior to the sale of Phase 3, 4a, 4b and 5 land to developers for residential development. This comprises: Laying of sub-surface utility infrastructure; construction of roads; and construction of Sustainable Urban Drainage System (SUDS) infrastructure and are works that are necessary to support the development of the above phases.

The proposed development would also involve constructing and landscaping works to create the 'Panoramic Park'. The advanced infrastructure works necessary to serve these phases include works that form an integral part of the landscaping of the Panoramic Park. In addition, site preparation works are proposed to the southern section of the land (Phases 10 and 11 and part of Phase 7) and includes demolition of remaining existing buildings, ground re-profiling and ground remediation.

The Panoramic Park is to be accessible to the public, but will eventually be managed and maintained by the Residents Management Company for Millbrook Park.

This application is being reported to Committee as the London Borough of Barnet has a substantial interest in the land (as a member of the Inglis Consortium).

RECOMMENDATION: APPROVE SUBJECT TO THE FOLLOWING CONDITIONS;

1. This development must be begun within three years from the date of this permission.

Reason:

To comply with Section 51 of the Planning and Compulsory Purchase Act, 2004.

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

PROPOSED BLOCK PLAN SHEET 1 OF 2, 5106655/MB/GE/0415 Rev P02
PROPOSED BLOCK PLAN SHEET 2 OF 2, 5106655/MB/GE/0416 Rev P02
PROPOSED LEVEL PLAN SHEET 1 OF 2, 5106655/MB/GE/0417 Rev P01
PROPOSED LEVEL PLAN SHEET 2 OF 2, 5106655/MB/GE/0418 Rev P01

ROAD LONG SECTIONS SHEET 1 OF 2, 5106655/MB/GE/0419 Rev P01

ROAD LONG SECTIONS SHEET 2 OF 2, 5106655/MB/GE/0420 Rev P01

ROAD CROSS SECTIONS, 5106655/MB/GE/0421 Rev P01

PROPOSED DRAINAGE PLAN SHEET 1 OF 2, 5106655/MB/GE/0424 Rev P01

PROPOSED DRAINAGE PLAN SHEET 2 OF 2, 5106655/MB/GE/0425 Rev P01

PROPOSED LIGHTING LAYOUT SHEET 1 OF 2, 5106655/MB/GE/0426 Rev P03

PROPOSED LIGHTING LAYOUT SHEET 2 OF 2, 5106655/MB/GE/0427 Rev P03

EARTHWORKS SHEET 1 OF 2, 5106655/MB/GE/0440 Rev P03

EARTHWORKS SHEET 2 OF 2, 5106655/MB/GE/0441 Rev P02

ROAD CROSS SECTION SHEET 1 OF 2, 5106655/MB/GE/0442 Rev P02

ROAD CROSS SECTIONS SHEET 2 OF 2, 5106655/MB/GE/0443 Rev P01

PLANTING PROPOSAL, 2133-3Ai-PP-01 Rev C

GREEN SWALES DESIGN DETAILS, 2133-3i-DT-01 Rev D

PHASE 3A SOUTHERN LINK ROAD DETAILS, 2133-3i-DT-02 Rev B

PHASE 3A NORTHERN LINK ROAD, 2133-3i-DT-03 Rev C

PHASE 3A NORTHERN LINK ROAD DETAILS, 2133-3i-DT-04 Rev A

PHASE 3A LINK ROAD PLAN, 2133 -3i-LA-01 Rev D

PANORAMIC PARK PLANTING PLAN, 2133-PPK-PP-01 Rev D

PANORAMIC PARK GENERAL ARRANGEMENT DRAWINGS, 2133-PPK-LA-01 Rev D

ATTENUATION POND SECTIONS, 2133-PPK-SE-01 Rev A

PANORAMIC PARK LONG SECTIONS, 2133-PPK-SE-02

DETAIL SECTIONS 1 OF 2, 2133-PPK-SE-03 Rev A

DETAIL SECTIONS 2 OF 2, 2133-PPK-SE-04 Rev B

MARSHALLS STEP SECTIONS (SI), 2133-PPK-SE-05 Rev A

PROTECTIVE FENCING LOCATIONS, 2133-3Ai-TS-01 Rev C

PROTECTIVE FENCING LOCATIONS, 2133-3Ai-TS-02 Rev C

PROTECTIVE FENCING LOCATIONS, 2133-3Ai-TS-03 Rev C

PROTECTIVE FENCING LOCATIONS, 2133-3Ai-TS-04 Rev C

PROTECTIVE FENCING LOCATIONS, 2133-3Ai-TS-05 Rev C

PROTECTIVE FENCING LOCATIONS, 2133-3Ai-TS-06 Rev C

PROTECTIVE FENCING LOCATIONS, 2133-3Ai-TS-07 Rev C

PROTECTIVE FENCING LOCATIONS, 2133-3Ai-TS-08 Rev C

PROTECTIVE FENCING LOCATIONS, 2133-3Ai-TS-09 Rev C

PROTECTIVE FENCING LOCATIONS, 2133-3Ai-TS-10 Rev C
PROTECTIVE FENCING LOCATIONS, 2133-3Ai-TS-11 Rev C
PROTECTIVE FENCING LOCATIONS, 2133-3Ai-TS-12 Rev C
PROTECTIVE FENCING LOCATIONS, 2133-3Ai-TS-13 Rev C
PROTECTIVE MEASURES FOR TREES, 2133-TS-08 Rev C

Drainage Strategy (ref. 5106655/MB/RM3/003)

Habitat Survey Update 2012 for Phases 3, 4A, 4B, 5, 10 and 11 (ref. 5106655.075)

Archaeological Written Scheme of Investigation (ref. PRHMHE-RPT-X-0007)

Remediation and Reclamation Strategy (ref. 5106655.104/105)

Landscape Management and Maintenance Plan April 2013

Construction Traffic Management Plan (ref. 5106655/MB/RM3/005)

Reason:

For the avoidance of doubt and in the interests of proper planning and so as to ensure that the development is carried out fully in accordance with the plans as assessed in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012) and CS NPPF and CS1 of the Adopted Barnet Core Strategy DPD (2012).

3. A minimum of 10 No. visitor cycle parking spaces shall be provided for visitors as shown on the approved plans and thereafter maintained for the life of the development.

Reason:

To ensure the cycle storage is secure and to encourage sustainable forms of travel in accordance with Policies CS9 of the Core Strategy (2012) and DM17 of the Development Management Policies (2012).

4. No part of the development hereby permitted with the exception of remediation and ground re-profiling works shall be commenced until final details of all the play equipment shown on the approved plans have been submitted to and approved in writing by the Local Planning Authority. The details shall also include the timescale of installation of the play equipment. The development shall be implemented in accordance with such details as approved.

Reason:

To safeguard the visual amenities of the locality and prevent disturbance to existing and future occupants thereof and to ensure the free flow of vehicular and pedestrian traffic and security of the site in accordance with Policies CS9 of the Core Strategy (2012) and DM01, DM04 and DM17 of the Development Management Policies (2012).

5. All hard and soft landscaping shall be carried out in accordance with the approved landscaping scheme and shall be completed within the first planting and seeding seasons following the completion of each phase of the development or the occupation of the buildings, whichever is the earlier period.

The new planting and landscape operations should comply with the requirements specified in BS 3936 (1992) 'Nursery Stock, Part 1,

Specification for Trees and Shrubs' and in BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. Thereafter, the areas of hard and soft landscaping shall be permanently retained.

Any tree, shrub or area of turfing or seeding shown on the approved landscaping scheme which, within a period of 5 years from the completion of the development, dies, is removed or in the opinion of the Local Planning Authority becomes seriously damaged or diseased, shall be replaced in the same place in the next planting season with another such tree, shrub or area of turfing or seeding of similar size and species unless the Local Planning Authority first gives written consent to, any variation.

Reason:

To ensure that the landscaped areas are laid out and retained in accordance with the approved plans in order to preserve and enhance the visual amenities of the locality in compliance with Policies CS7 of the Core Strategy (2012) and DM16 of the Development Management Policies (2012).

6. No siteworks or works on this development shall be commenced before a method statement detailing precautions to minimise damage to trees in accordance with Section 6.1 of British Standard BS5837: 2012 Trees in relation to design, demolition and construction – Recommendations and expanding on the recommendations outlined in the Arboricultural Impact Assessment Report hereby approved are submitted to and approved in writing by the Local Planning Authority and the development shall be carried out in accordance with such approval.

Reason:

To safeguard the health of existing trees which represent an important amenity feature in accordance with policies CS5 and CS7 of The Core Strategy (2012) and DM01 of the Development Management Policies (2012).

7. Before development hereby permitted is commenced, details of bat and bird boxes to be installed including the timescale shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with such details as approved.

Reason:

In the interest of nature conservation and in accordance with Policies CS7 of the Core Strategy (2012) and DM16 of the Development Management Policies (2012).

8. Notwithstanding the details shown on plans otherwise hereby approved and prior to development commencing (with the exception of remediation and ground re-profiling works) a detailed lighting scheme including siting of lighting columns and a site plan with lux lines within the Panoramic Park shall be submitted to and approved in writing by

the Local Planning Authority. The development shall be implemented in accordance with such details as approved.

Reason:

To safeguard the visual amenities of the locality and prevent disturbance to existing and future occupants thereof and to ensure the free flow of vehicular and pedestrian traffic and security of the site in accordance with Policies CS9 of the Core Strategy (2012) and DM01, DM04 and DM17 of the Development Management Policies (2012).

9. Prior to the first occupation of any dwellings in subsequent phases of development which would directly adjoin this application site approved under Reserved Matters applications linked to the outline planning permission granted the under Barnet application reference H/04017/09 plans, specifications and other relevant details shall be submitted to the Local Planning Authority and approved in writing (to the Local planning Authorities Satisfaction) either:

1. Demonstrating that the street lighting on the road implemented under the consent hereby granted would not be detrimental to the amenities of the occupiers of nearby residential properties in terms of light spill.

Or

2. Proposing a suitable alternative scheme of street lighting that would not be detrimental to the amenities of the occupiers of nearby residential properties in terms of light spill.

If an alternative street lighting scheme is submitted and approved under this condition the existing street lighting shall be removed (where this is shown in the approved scheme) and the alternative scheme of street lighting installed in full prior to the first occupation of any dwellings in subsequent phases of development which would directly adjoin this application site approved under Reserved Matters applications linked to the outline planning permission granted the under Barnet application reference H/04017/09.

Reason:

To protect the amenities of the future occupiers of adjacent sites in accordance with policy DM01 of the Barnet Local Plan.

10. The development shall be carried out in accordance with the approved Landscape Management and Maintenance Plan and the management and maintenance regimes shall be reviewed on an annual basis for a minimum period of 5 years as set out in the approved document.

Reason:

To secure opportunities for the enhancement of nature conservation value of the site and in accordance with Policies CS7 of the Core Strategy (2012) and DM16 of the Development Management Policies (2012).

11. Before development hereby permitted is commenced, details of the gabion retaining walls and all bench seating on the gabion walls shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with such details as approved.

Reason:

To safeguard the visual amenities of the locality and the safety of users in accordance with Policies CS7 of the Core Strategy (2012) and DM01 of the Development Management Policies (2012).

INFORMATIVES:

The informatives that it is recommended be included on the decision notice in respect of this application are set out in Appendix 3 of this report. These include (as the first informative) a summary of the reasons for granting planning permission for this development and the relevant development plan policies taken into account in making this decision.

1. BACKGROUND TO THE CURRENT APPLICATION

1.1 The Mill Hill East Area Action Plan

Mill Hill East is designated as an Area of Intensification in the London Plan (2011) and as a key growth area in the Barnet Core Strategy (2012). The area covered by this designation includes the former Inglis Barracks; Mill Hill East station; International Bible Students Association (IBSA House); the Council Depot and recycling centre; Bittacy Court; the Scout Camp and former Mill Hill Gas Works (the area now centred around Lidbury Square).

The area was first highlighted as an area which could be redeveloped in the London Plan in 2004. This is primarily as a result of Project MoDEL (Ministry of Defence Estates London) which involves the consolidation and sale of surplus MoD properties around London. The activities from Inglis Barracks were transferred to RAF Northolt and the base vacated in 2008 thereby providing an opportunity for redevelopment. The Council recognised that Mill Hill East was an area where more detailed policies were required to guide future development and in 2009 adopted an Area Action Plan (AAP) which covered an area of 48 hectares focused primarily on the former Inglis Barracks site. The aim of the AAP is to seek to ensure that development takes place in a balanced and coordinated manner by setting out a comprehensive framework to guide the delivery of housing, employment, leisure and associated community facilities, infrastructure, transport initiatives and environmental protection and enhancement.

A partnership comprising of a number of the key landowners and developers (the Inglis Consortium) prepared and submitted the outline application in 2009 for the comprehensive redevelopment of most of the area covered by the AAP.

1.2 The outline planning permission

In September 2011 outline planning permission was granted for the redevelopment of Mill Hill East regeneration site (now also known as Millbrook Park). This site covers an area of approximately 33.6 hectares (83

acres) and is located within the Mill Hill ward. The site is bounded to the east by Frith Lane, to the north by Partingdale Lane and to the west by Bittacy Hill (B552). Bittacy Business Park is immediately to the south of the site and Mill Hill East Underground station (Northern Line) lies to the south west.

The site is divided into a number of Development Land Parcels (DLP) or otherwise known as phases. Following approval of the site wide pre-commencement requirements, reserved matters applications will be brought forward for all detailed elements of the development for each phase, which would deal with all matters not fully addressed within the outline consent (layout, design, appearance and landscaping).

Each phase is to be brought forward in 2 stages (which can be subject to separate reserved matters approvals):

- Firstly, a programme of advance infrastructure works (AiW) to serve the phase; and
- Secondly, the development of the phase itself.

This is controlled by Conditions 5b and 5 respectively of the outline permission (ref H/04017/09, dated 22nd Sept 2011).

In addition to the plan drawings submitted, the following information was also submitted in support of the application and forms the supporting information:

- Phase 3, 4A, 4B & 5 Site Location Plan, 5106655/MB/GE/0410 Rev P02
- Existing Levels Sheet 1 of 2, 5106655/MB/GE/0411 Rev P01
- Existing Levels Sheet 2 of 2, 5106655/MB/GE/0412 Rev P01
- Existing Block Plan Sheet 1 of 2, 5106655/MB/GE/0413 Rev P01
- Existing Block Plan Sheet 2 of 2, 5106655/MB/GE/0414 Rev P01
- Statement of Compliance (ref. MHE/RMA/AIW345)
- Light Spill Plan Sheet 1 of 2 - 5106655/MB/GE/0428 Rev P03
- Light Spill Plan Sheet 2 of 2 - 5106655/MB/GE/0429 Rev P03
- Design Capacity Statement – Highway (ref. 5106655/MB/RM3/001)
- Design Capacity Statement – Statutory Undertakers Services (ref. 5106655/MB/RM3/002)
- Street Lighting Design and Lighting Assessment (ref. 5106655/MB/RM3/004)
- Landscape Design Statement (ref. 2133-PPK-DS01 Rev B)
- Contamination Technical Note (ref. 5106655-103)
- Drainage Memo (ref 5106655) 5th April 2013
- Open Space Reconciliation Note and Plan Illustrating Areas of Open Space ref 2133-LA08 Rev B
- Arboricultural Impact Assessment Report (ref APA-MP3-5i-AIA-01b)

2. MATERIAL CONSIDERATIONS

2.1 Key Relevant Planning Policy

National Planning Policy Guidance / Statements: The National Planning Policy Framework (NPPF)

On March 27th 2012 the Government published the National Planning Policy Framework (NPPF). The NPPF sets out the Government's planning policies for England and how these are expected to be applied. The NPPF replaces 44 planning documents, primarily Planning Policy Statements (PPS's) and

Planning Policy Guidance (PPG's), which previously formed Government policy towards planning.

The NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development. The document includes a 'presumption in favour of sustainable development'. This is taken to mean approving applications, such as this proposal, which are considered to accord with the development plan.

The Mayor's London Plan: July 2011 2.13 (Opportunity Areas and Intensification Areas), 3.6 (Children and Young People's Play and Informal Recreation Facilities), 3.7 (Large Residential Development), 5.12 (Flood risk management), 5.13 (Sustainable drainage), 5.14 (Water quality and wastewater infrastructure), 5.21 (Contaminated land), 6.3 (Assessing effects of development on transport capacity), 6.9 (Cycling), 6.10 (Walking), 6.13 (Parking), 7.1 (Building London's neighbourhoods and communities), 7.2 (An inclusive environment), 7.3 (Designing out crime), 7.4 (Local character), 7.5 (Public Realm), 7.8 (Heritage Assets and Archaeology), 7.19 (Biodiversity and Access to Nature), 7.21 (Trees and Woodlands).

Core Strategy (Adoption version) 2012
Development Management Policies (Adoption version) 2012

Barnet's Local Plan is made up of a suite of documents including the Core Strategy and Development Management Policies Development Plan Documents (DPD).

Relevant Core Strategy Policies:

CS NPPF (National Planning Policy Framework – Presumption in Favour of Sustainable Development), CS4 (Providing Quality Homes and Housing Choice in Barnet), CS5 (Protecting and Enhancing Barnet's Character to Create High Quality Places), CS7 (Enhancing and Protecting Barnet's Open Spaces), CS9 (Providing safe, effective and efficient travel), CS12 (Making Barnet a Safer Place), CS13 (Ensuring the Efficient Use of Natural Resources)

The Development Management Policies document provides the borough wide planning policies that implement the Core Strategy. These policies will be used for day-to-day decision making.

Relevant Development Management DPD Policies:

DM01 (Protecting Barnet's Character and Amenity)
DM02 (Development Standards)
DM03 (Accessibility and Inclusive Design)
DM04 (Environmental Considerations)
DM06 (Barnet's Heritage and Conservation)
DM15 (Green Belt and Open Spaces)
DM16 (Biodiversity), DM17 (Travel Impact and Parking Standards).

Mill Hill East Area Action Plan (AAP) 2009

The Mill Hill East Area Action Plan (AAP) was adopted by the Council in 2009 and forms part of Barnet's Local Plan containing policies relevant to the

determination of planning applications in the area. The AAP forms a material consideration in the determination of Planning Applications in this area.

The relevant policies for the consideration of this application are: MHE7 (Parks and Public Open Space), MHE8 (Children's Play Space), MHE9 (Protection of Green Belt and Biodiversity), MHE10 (Making the Right Connections), MHE14 (Creating a Sustainable Development), MHE15 (Design), MHE16 (Delivering Design Quality), MHE18 (Delivering the AAP).

Approved Design Code

The approved Design Code pursuant to Condition 4 of the outline consent (ref H/04565/11, 21st Dec 2011) also sets out the guidelines for how the site, its neighbourhoods, open spaces and key amenities could be designed and built. It informs the formulation of individual reserved matter applications related to specific phases of development. Site-wide or phase related reserved matters must be in compliance with the agreed Design Code unless satisfactorily justified and this will be assessed in detail below.

2.2 Relevant Planning History:

Application Reference:	H/04017/09
Case Officer:	Jo Dowling
Proposal:	Outline application for the comprehensive redevelopment of the site for residential led mixed use development involving the demolition of all existing buildings (excluding the former officers mess) and ground re-profiling works, to provide 2,174 dwellings, a primary school, GP Surgery, 1,100sqm of 'High Street' (A1/2/3/4/5) uses, 3,470sqm of employment (B1) uses, a district energy centre (Sui Generis) and associated open space, means of access, car parking and infrastructure (with all matters reserved other than access). Full application for the change of use of former officers' mess to residential (C3) and health (D1) uses.
Stat Start Date	30/10/2009
Application Type	EIAO
Decision	APL
Decision Date	22/09/2011

Application Reference:	H/00480/12
Case Officer:	Colin Leadbeatter
Proposal:	Reserved matters application seeking approval for advance infrastructure works in relation to Phase 1A of Millbrook Park (Mill Hill East) pursuant to outline planning permission reference H/04017/09 dated: 22/9/2011.
Stat Start Date	07/02/2012
Application Type	APD
Decision	APC
Decision Date	08/05/2012

Application Reference:	H/00642/12
Case Officer:	Colin Leadbeatter
Proposal:	Reserved matters application seeking approval for advance infrastructure works in relation to Phase 2 of Millbrook Park (Mill Hill East), pursuant to outline planning permission H/04017/09 dated 22/09/2011
Stat Start Date	20/02/2012
Application Type	APD

Decision	APC
Decision Date	20/04/2012

Application Reference:	H/04338/11
Case Officer:	Colin Leadbeatter
Proposal:	Submission of details for condition 6 (Overarching Phasing Plan) pursuant to planning permission H/04017/09 dated 22/09/11.
Stat Start Date	24/10/2011
Application Type	APD
Decision	Approve
Decision Date	15/12/2011

Application Reference:	H/04337/11
Case Officer:	Colin Leadbeatter
Proposal:	Submission of details for Condition 9 (Open Space Strategy) pursuant to planning permission H/04017/09 dated 22/09/11
Stat Start Date	24/10/2011
Application Type	APD
Decision	Approve with conditions
Decision Date	03/01/2012

Application Reference:	H/00670/13
Case Officer:	Wing Lau
Proposal:	Environmental impact assessment screening opinion for infrastructure works for Phase 3, 4a, 4b, 5, 10 and 11 of Mill Hill East development.
Stat Start Date	12/02/2013
Application Type	ES Screening
Decision	ES not required
Decision Date	12/03/2013

2.3 Consultations and Views Expressed:

Public Consultation

Neighbours Consulted: 616

Replies: 0

Neighbours Wishing 0

To Speak

At the time of writing no responses from neighbouring residents have been received.

Internal /external and Other Consultations:

Greater London Authority (GLA):

No comments received

Metropolitan Police Service:

No objections in principle, the applicant has demonstrated that they have considered some of the important issues concerning crime reduction and community safety. Advice on lighting levels, surveillance and post handover management should be considered.

Transport for London:

No objections to the proposal.

Highways Agency:

No objections to the proposal.

Network Rail:

No observations to make.

Environment Agency:

Initial comments received from the Environment Agency (EA) raised queries on the surface water discharge limit, which did not tally with the information in the site wide drainage strategy. It was suggested that the scheme should be amended to achieve the rates agreed at outline, supported by calculations.

Furthermore, the drainage strategy plan indicates that attenuation is to be provided using ponds providing approximately 900m³ of attenuation within phase 3 and swales along the roads. The EA strongly support the use of ponds and swales, however the technical note fails to indicate the attenuation provided by the swales or demonstrate how the volume of the pond has been arrived at.

Since the above comments were made, the applicant provided further information and calculations to support their case. It stated that the total discharge rate from the whole site will meet the rate agreed in the outline application. The appropriate drainage calculations have also been provided to indicate the attenuation provided by the swales or demonstrate how the volume of the pond has been arrived at. The EA is satisfied with the drainage strategy of these phases.

English Heritage:

No comments received.

London First:

No comments received.

Sustrans: No comments received.

Thames Water:

No comments received.

Natural England:

No specific comments made.

London Fire Brigade: The access is satisfactory at this stage.

National Grid:

National Grid has identified that it has apparatus in the vicinity of the site which may be affected by the activities specified. National Grid would want to be informed the decision. Due to the presence of National Grid apparatus in proximity to the specified area, the contractor should contact National Grid before any works are carried out to ensure their apparatus is not affected by any of the proposed works.

Environment and Transport, Green Spaces:

No comments received.

Traffic and Development (Highways):

Technical details require clarifications or changes including: lamp column locations, visibility splays for the parking bays, location of pedestrian

crossings, in some areas the tactile paving is missing from the opposite side of the road.

Other comments relate to the design of the road not complying with the Design Code principles: width of the roads are not compliant with the Design Code guidelines, traffic calming measures not following the Design Code, vehicle tracking, the 'Green Lane' should be a shared surface in accordance with the Design Code, the shared surface square should be matched to the design used on Estate Road 1 (already approved).

Environmental Health:

This is a comprehensive report incorporating desk top study, site investigation and remediation proposals. Recommend that a condition requiring a validation/verification report that demonstrates the remediation work has been done.

Street Lighting:

Street lighting confirms correct assessment & technical notes are being used to relevant standards. The layout received does indeed try to mitigate obtrusive light. However it is not possible to gauge from drawings how close resident's properties may be to road ways & footpaths. As noted in drawings under note 4 lighting column locations are temporary only & subject to detail design. Columns need to be designed away from any trees which may have an adverse effect on lighting the area required. There are also stepped areas in the park which would need to be lit.

Trees and Landscape Team:

A more detailed Method Statement is required. Initial concerns regarding the levels of the park affecting the roots of the trees. Some of the Root Protection Areas should be reconsidered where there are areas of hardstanding/roads as it may affect the position of the protective fencing.

Refuse:

No comments received.

District Scout Committee:

No comments received.

Woodside Park Gardens Suburb:

No comments received.

Mill Hill Residents Association:

No comments received.

Ridgemont Residents Association:

No comments received.

Federation of Residents Association:

No comments received.

The Finchley Society:

No comments received.

Mill Hill Preservation Society:

No objections to the scheme.

3. DESCRIPTION OF THE SITE, SURROUNDINGS AND PROPOSAL

3.1 Site Description and Surroundings:

Site in relation to the outline consent:

The site to which this reserved matters application relates covers an area approximately 14 hectares (Ha) in size, located on the north and central part of Millbrook Park. The site falls within a number of phases of the outline consent (phasing approved pursuant Condition 7 ref H/03362/12).

It covers the northern section of the Mill Hill East regeneration site (land identified as Phase 3, 3 (POS), 4a, 4b and 5 on the approved phasing plan), plus a 'strip' of land that extends south to a further area of land within the central southern section of the site (Phase 10 and 11 and part of Phase 7 land) – see appendix 1.

Physical features:

Northern section (Phases 3, 4a, 4b and 5)

The northern part of the site is an area of open land with some buildings that are in the process of demolition. The site is bounded by Partingdale Lane to the north and the area beyond this is designated as Metropolitan Green Belt. To the west of the site is the International Bible Students Association (IBSA House), the retained former Officers' Mess building and the existing Notting Hill Housing Trust residential properties (NHHT). IBSA House forming the most northern boundary is the administrative headquarters of IBSA and the location of their publishing facility. It includes offices, a large print works and delivery yard. To the east of the site is the adjoining residential development that is now known as 'Ridgemont' properties.

The application site also includes a strip of land running between the northern and southern sections. To the east and west of this is the existing cleared site associated with the future Millbrook Park phases.

Southern section (Phases 10 and 11)

The southern part of the application site comprises a disused car park, grassland area and areas of open space where former buildings have been demolished. The south-eastern boundary of this site adjoins the Council depot and recycling facility. The area to the east is land designated for a new primary school.

There is a total of 205 trees that fall within the site boundaries of this application and the larger mature trees mainly in the north of Millbrook Park. The site has a steep topography which drops 44 metres in height from the northwest to the southern corners. The steepest slopes are in the centre of the site with gradients of around 1:12. The site is visible from parts of the adjacent Green Belt, with oblique views from the adjoining residential neighbourhoods of Woodside Park and North Finchley.

The site has a public transport accessibility level (PTAL) of 2-3. Mill Hill East underground station is approximately 200m to the most southern part of the site.

3.2 Proposal

The application is in two parts, but both are for the approval of matters reserved under the outline consent ref H/04017/09. An Environmental Impact Assessment Screening Opinion for this phase has been submitted separately and it was considered that an Environment Statement was not required (application ref H/00670/13).

The Advanced Infrastructure Works (AiW)

The AiW comprises laying of sub-surface utility infrastructure, construction of roads and construction of Sustainable Urban Drainage System (SUDS) infrastructure. The road that is proposed would be the 'northern loop road' serving phases 3, 4a, 4b and 5, which would come forward once the AiW are complete. It essentially encircles the whole of Phase 5 and the Panoramic Park. The road would run along the southern boundaries of Phases 3, 4a and 4b (See site layout at Appendix 2).

The road would link up with Phase 1 and 2 estate roads (which have already been granted planning permission) and provides junctions for future estate roads in those phases 3, 4a, 4b and 5. Associated hard and soft landscaping is proposed along the proposed loop road including the provision of footpaths, green swales and urban swales.

Following the final demolition of existing buildings and the removal of hardstanding, the site is subject to remediation works. Ground re-profiling is proposed, with materials being removed from the northern section of the application site and used to fill parts of the southern section (phases 7, 10 and 11) to achieve site levels approved under the outline permission.

Landscaping of public open space OS4

This application also seeks approval of reserved matters for the Phase 3 public open space (POS). Parameter Plan 2 (Landscape) of the outline consent, the approved 'Revised Public Realm and Open Space Strategy' and the Design Code identify the general location and extent of land to be used as public open space within Phase 3 and this is known as the 'Panoramic Park'.

Phase 3 as defined in the approved amended Phasing and Implementation Plan includes a public open space (identified as OS4) and residential development (see Phasing Plan at Appendix 1). These two areas can be developed in isolation, but it is envisaged that the whole of Phase 3 would be delivered in the period 2012- 2015. Residential development within Phase 3 is located to the northern most part of Millbrook Park site (adjoining Partingdale Lane) and no housing development is proposed as part of this application.

Condition 15 (Level of Open Space) of the outline consent sets out the level/target of open space to be provided across the whole Millbrook Park site. It stipulates that not less than 5.95 Hectares of open space shall be provided in the development which will consist of a target provision in a number of areas across the development site. The target provision that relates to this phase is: Panoramic Park 1.37Ha.

This application therefore proposes the landscaping of the public open space OS4 and necessary AiW required in respect of this land, which in summary provides the following:

- Ground re-profiling;
- Landscaped picnic areas;
- Approximately 2,000sqm sports/rounders pitch in the central western part of the site;
- 500sqm equipped children's play area located to the north of the rounders pitch;
- 200sqm youth (12+) play area including play equipment;
- 2 x attenuation ponds in the eastern section of the park and associated sub-surface drainage provision; and
- Urban (Rain Garden) Swales along the eastern, northern and western edges of the park.

Discharging of conditions

This application also involves the discharge of a number of planning conditions attached to the outline consent that require information to be submitted for each phase of the development. Those conditions that are to be approved in relation to this proposal are as follows:

- Condition 26 – Pedestrian and Vehicular Access Points
This requires details of access points, estate roads and footways to be submitted and approved.
- Condition 48 – Design of Open Space
This requires details on the construction of any communal open space and should be in accordance with the principles and parameters contained within Parameter Plan 2, Landscape (A6157/2.1/04) and the Revised Public Realm and Open Space Strategy (MHE/OPA/5.1).
- Condition 52 – Children's Play Space
This requires details of children's play areas to be submitted and approved and shall be provided within 12 months of the first occupation of any dwelling located within that phase.

4. PLANNING CONSIDERATIONS

4.1 The Principle of Development

Advanced infrastructure works

The principle of an access road and the construction/landscaping of a public open space is established by the outline planning consent. Condition 5 and 5b (Reserved Matters Details) seeks details (layout, scale, landscaping and appearance and in the case of the AiW details of drainage, ecology and contamination strategy) to be submitted to and approved by the Local Planning Authority (LPA) prior to the commencement of development.

The outline planning permission consists of a series of parameter plans which establish a series of parameters and principles to create a clear framework of planning control and fix the quantum of development, land uses, levels and access arrangements.

The key parameter plans of relevance to the consideration of this application are:

- Parameter Plan 1: Access and Movement
Establishes the main vehicular and pedestrian access points and vehicular movement hierarchy.
- Parameter Plan 2: Landscape
Establishes the location and extent of areas of public open space.
- Parameter Plan 3: Land use
Establishes the location and distribution of land uses and open spaces.
- Parameter Plan 4: Scale
Establishes the maximum height permissible across the whole Millbrook Park site.
- Parameter Plan 5: Character Areas
Establishes the extent and disposition of the strategic character areas.
- Parameter Plan 6: Levels Strategy
Establishes the proposed spot levels at street junctions and maximum permissible gradients along each of the streets.

In order to support the detail contained within the parameter plans the outline consent has a number of additional documents that form a 'strategic development framework' in accordance with the requirements of Policy MHE18 of the AAP. The 'framework' establishes a series of development principles that will be used to guide detailed elements and the preparation of reserved matter applications. Of relevance to the consideration of this application are the following documents:

- Design Principles Document;
- Revised Transport Assessment
- Phasing and Delivery Strategy
- Technical/Infrastructure Strategy
- Revised Public Realm and Open Space Strategy (MHE/OPA/5.1)
- Technical and Infrastructure Strategy (MHE/OPA/6)
- Revised Phasing and Delivery Strategy (MHE/OPA/10.2) which includes phasing plan ref Figure 4.1

Design Code

In addition to the above a site wide design code has been approved in the clearance of condition 4 of the outline application and forms the guide to the assessment of reserved matters applications. This reserved matters application is therefore considered within the framework of established broad development principles, Parameter Plans, and a detailed design code.

The applicant has submitted a statement of compliance with this application to describe the proposed development and demonstrates general compliance with the outline planning permission.

The proposals comply with the approved Parameter plans in terms of location of the proposed road and levels. The road has been designed to link in to the future road network and designed to take the capacity of traffic envisaged by

the Transport Assessment that accompanied the outline application. Highway and transport related matters are discussed in further detail in subsequent sections of this report, but the roads proposed have been designed to link acceptably into the anticipated and currently existing parts of the surrounding road network.

For the reasons set out above it is considered that the principle of the AiW development is acceptable and in accordance with the relevant parameters and principles of the outline consent to which it relates.

Panoramic Park

The principle of the public open space is also established in the outline consent. The open green spaces in Millbrook Park is considered to be a key element of the outline consent as it provides essential amenity space for residents, along with maintaining the overall green nature of the site.

This open space in OS4 is to be delivered prior to the completion of 50% (467 residential units) in the Green Belt Edge and Central Slopes Character areas (as set out in the Design Code).

The park sit within the spatial parameters defined on Parameter plans 2 (Landscape) and 3 (Land Use) and though there might be minor variations to the boundaries set out on these plans, the location of the public open space is acceptable and in accordance with the outline consent. The approved 'Revised Public Realm and Open Space Strategy August 2010' at the outline stage sets out the key principles for the design of each open space and the Panoramic Park sit broadly within the parcel of land that has been allocated.

4.2 Transport, Highways and Parking

Policy CS9 of the Barnet Core Strategy identifies that the Council will seek to ensure efficient use of the local road network, require that development is matched to capacity, seek more environmentally friendly transport networks and promote the delivery of appropriate transport infrastructure. Policies DM17 and CS9 seek that proposals ensure the safety of all road users and make travel safer, reduce congestion, minimise increases in road traffic, provide suitable and safe access for all users of developments, ensure roads within the borough are used appropriately and require acceptable facilities for pedestrians and cyclists.

A hierarchy of street types are set out in Parameter Plan 1 and is further detailed in the Design Code. Its objective is to create streets that have distinctive characters but also fit together to create a coherent development.

The 'northern loop road' proposed here comprises the following street types (as defined in the Design Code):

- A Secondary Linking Road (to run along the southern boundaries of Phase 3 and 4a, south western boundary of Phase 4b and northern boundary of Phase 5 land and the northern and eastern boundaries of the Panoramic Park);
- A Residential Boulevard (to run along the southern boundaries of Phase 5 land and the Panoramic Park; and
- A Green Lane (to run along the eastern boundary of Phase 5 land and the western boundary of the Panoramic Park).

The hierarchy of streets proposed is also in accordance with the principles envisaged under the outline planning permission to which this application relates. The application is accompanied by a highway Design Capacity Statement for the phase. This concludes that the proposed works would create sufficient highway capacity to meet the demand of existing traffic, future redistributed traffic and traffic generated by the development proposed under the outline consent. Officers consider that the proposal is acceptable in terms of the highway capacity that it would deliver.

It is anticipated that direct vehicle access to individual homes/plots could be provided in the future. However, this level of detail is not proposed under this application as layout details of development phases served by this street will not be known until the preparation/approval of reserved matters applications for those phases are made.

The road is not being proposed for adoption. A number of technical and construction queries were raised by the Council's Highway Engineer, but these have been addressed. The width of the road, tactile paving details, visibility splays for the proposed parking bays and the surface materials have been amended to satisfy the Highways Officer original concerns.

The Design Code suggest that traffic calming measures should be a combination of shared surface squares and pinch points in the carriageway. The applicant has proposed shared surface raised tables and whilst it does not comply with the Design Code it would still provide an acceptable alternative to constraining vehicle speeds. It is noted that raised tables are proposed on the Estate Road 1 (approved to serve Phase 1 site) and this provides some form of consistency.

Three parking bays are proposed in this application. A disabled bay is proposed to the north of the park, which serves as a visitor space for the Panoramic Park and has been amended to avoid infringing the visibility splays. Two parallel parking bays are shown to be provided along the southern part of the loop road. These bays are to be allocated for the site-wide car clubs already approved under a separate application.

Sustainable Travel

10 no. secure cycle storage is provided in the form of black metal stands that are dotted around the park and would promote sustainable travel.

The proposal achieves this and also satisfies the requirement of Condition 26 (Pedestrian and Vehicular Access Points).

4.3 Design, Character and Amenity

Local Plan policy DM01 states that all development should represent high quality design that is based on an understanding of local characteristics, preserves or enhances local character, provides safe, secure and attractive streets and spaces respects the appearance, scale, mass, height and pattern of surrounding buildings, spaces and streets. It also states that proposals for lighting schemes should not have a demonstrable impact on residential amenity and seeks generally to protect the amenities of adjoining and potential occupiers and users.

Design matters relating to the hard landscaped areas proposed are considered in the Transport, Highways and Parking section of this report. Multi-media and utilities infrastructure would be provided in a 'utilities trench' beneath footpaths and this is considered to be an acceptable approach that accords with the objectives of the Design Code.

Visual impact

No buildings are proposed in this application, but it is envisaged that the future buildings surrounding the block in the future phases would provide an appropriate enclosure around the Panoramic Park. The park is located on higher ground to the north east of the development site on a south-east facing slope and the design maintains an 'open' character that optimises the panoramic views out towards London. The tallest physical structures proposed within the park are towards the north western edge with the play equipment, but the remainder of the park is generally open with large areas of grassland and the sports/rounders pitch and pond being level.

The approved 'Revised Public Realm and Open Space Strategy' and the Design Code establishes the design principles for the landscape works. The submitted plans demonstrate that the proposals are broadly in compliance with the design principles. The key spaces have been laid out appropriately;

- Access is open for all with no fencing around the perimeter of the park;
- A main north-south pedestrian route through park, which is a continuation of the north-south pedestrian spine road;
- Level access at all entrances and paths have gradients shallower than 1:12. The key spaces are well connected with the provision of pedestrian routes around the perimeter of the park and frequent entrances at various points ensuring a permeable recreational space;
- Existing and additional trees to maintain the parkland character (further analysis of trees to be discussed in the 'Trees' section of this report);
- An open grassed area to the west of the park for informal sports. This area will be bounded by paths and existing retained trees to the south. Low mounding will offer the opportunity for informal seating and low retaining wall around the rounders pitch also to provide formal seating;
- A neighbourhood play area of approximately 500sqm to the north of the park. Largely fenced off with 1.2m high tubular railings this equipped area would be mainly timber maintaining this parkland character;
- To the north west of this park and adjoining the neighbourhood play area is another informal equipped space comprising 'trim trail' apparatus. These timber devices would be loosely positioned around the existing mature trees without being hidden from view;
- Seating and two picnic areas to the east with proposed grass and wildflowers/bulb planting'
- Two attenuation ponds to the east with a gabion retaining wall to the western boundary providing an attractive landscape feature. Wetland planting is proposed along this gabion wall helping to provide a sufficient landscape buffer and minimising the visual impact;
- Urban swales proposed on the edges of the park as part of the SUDS;
- Low retaining walls around key play spaces and along the north-south route to providing a 'seating wall'.

The street furniture proposed under this application mainly involves timber benches, litter bins, picnic benches, cycle stands and timber bollards and it is considered that these are in accordance with the Design Code guidelines and are appropriate.

This application also proposes the installation of street lighting columns (street lights) and the proposed locations of these are shown in the plans submitted. It is accepted that the street lights are needed to provide a safe environment for users of the roads proposed. It is recognised however that as no detailed proposals have yet been brought forward for adjacent residential developments within the Mill Hill East site this aspect cannot be assessed fully at this time. The submission confirms that street lamp locations can be reconsidered as phases adjoining the site come forward and conditions have been recommended to control this aspect of the development.

Access and security matters

Access paths within the park are of appropriate gradient and help to promote connectivity and movement through and around the park. Whilst an inclusive accessible environment should be achieved for the public, steep topography has made this challenging. The park has been designed to incorporate paths at gradients no steeper than 1:12. This, in places, results in the use of steps which will be designed to include hand rails and landings. Where steps are used, an alternative 'level' route is provided. The park is to be open to all members of the public and no restriction is in place to prohibit other users outside of the Millbrook Park site.

The access aspirations of the Design Code is to ensure the parks and open spaces are open to all with no gated or restricted access and should be designed with as many access points as possible. Whilst the equipped play area is fenced and gated, these are low level and visually permeable and help to define this space. Location is critical in generating a sense of social safety and security and the facilities are close to walking or cycling 'desire lines' and with informal oversight from nearby future housing.

The guidance in the Mayor's 'Providing for children and young people's play and informal recreation' SPD (2008) notes that older young people tend to prefer a degree of separation from others, so spaces for them can be more removed. But they still need to be easily accessible and visible within neighbourhoods, not tucked away out of sight. This proposal for the 'Trim trail' equipment which is more suitable for the older younger children is separated from the main play space and is within line of sight from the road and future nearby housing. There is sufficient distance from future properties in subsequent phases to ensure residential amenity is not compromised (in terms of noise and privacy).

Landscaping

The soft landscaping includes amenity grass and wildflowers/bulb planting for the majority of the park. Shrub. Herbaceous, wetland, formal and bulb planting are in appropriate places defining and commensurate with the character of the different key spaces and entrances and the chosen species are generally in accordance with the Design Code.

Trees

Position regarding the retention and removal of existing trees on the Millbrook Park site

The Council has accepted that a number of trees on the site are to be removed in order to allow for development approved under outline consent to proceed, which satisfies development plan policy requirements. This position was formalised via the approval of the following:

- Parameter Plan 2 (at outline stage) - identifies existing trees to be retained and those existing trees to be removed.
- The Revised Public Realm and Open Space Strategy (at outline stage) – this adds a further layer of detail to Parameter Plan 2 in the form of an Existing Tree Strategy. It sets out an objective that reserved matters applications should seek to retain the best quality A/B trees, which should be supplemented by new planting.
- Details approved pursuant to Condition 53 - (discharge of condition for protective fencing)
- The Prior Notification of Demolition Works - (separate application following the outline consent).

Condition 53 required details of protective fencing around trees to be submitted to the LPA for approval. In order to discharge this condition, the Council required each existing tree to be identified on a plan and to be labeled as either:

- Tree to be removed at demolition.
- Tree to be removed (to be confirmed following preparation of detailed proposals at reserved matters stage)
- Trees to be retained.

It is envisaged that reserved matters applications should be prepared in the context of the above documents and that the Council accepts that these trees are to be removed. However, the loss of any further trees that are not identified for removal on the aforementioned plans is a relevant consideration and should be considered in accordance with relevant development plan policies which require their loss to be justified either in arboricultural terms or practicability (and appropriate mitigation measures put in place).

Proposed works to trees

A total of 205 trees fall within the site boundaries of this application, of which 96 are to be removed under the consent of previous schemes. A total of 109 remaining trees will require protection during the proposed works. *This application proposes to remove an additional 19 trees that have not previously been approved in the aforementioned documents. These are necessary to facilitate the infrastructure works or would be in a location that would affect the layout of the footpaths to the park. Further, 3 of the trees to be removed is to facilitate the diversion of the high voltage cable. Some of the trees are to be removed for arboricultural reasons (poor condition and has a category U 'Unsuitable for Retention').*

The majority of the trees to be removed in this application are a Category 'C'. There are 4 trees that are of a category 'B'. Whilst there are TPO trees adjacent to the site, none are within the site boundaries or are affected by the works under consideration. The proposal would provide 62No. new trees to

mitigate the loss. Many of the trees are proposed in the Panoramic Park providing a parkland character. It is also envisaged that more trees would be provided within the residential development coming forward in the relevant phases, but the location of these trees cannot be determined at this stage as the design and layout of dwellings, roads and associated infrastructure have not been fixed. The reserved matters application for future phases would then indicate the number and location of new trees.

Tree Protection

The Tree Protection Plans illustrate how the Root Protection Areas (RPA) generally lies within the "Tree Protection Zone" and therefore remain fully fenced off. However, this degree of protection is not entirely possible on the site: where it is necessary to perform some of the earthworks within road sections potentially occupied by RPA. This is indicated on the submitted plans (for 39 trees). Trial excavation will be required to determine the degree of root colonisation beneath the road section and whether / where further mitigation is required. It is recommended that a condition requiring a Method Statement for these works are submitted and approved prior to any development.

Initial concerns were raised by the Council's tree officer regarding the levels of the rounders pitch in the Panoramic Park and its impact on the RPAs of those retained trees. Following discussion with the applicant, the levels to the rounders pitch have been amended to ensure any impact on the tree roots are minimized.

Surface materials

The surface materials for the park are in accordance with the Design Code guidelines ensuring legibility, consistency and durability.

Overall, the layout, appearance and hard and soft landscaping are considered acceptable in principle and it is considered that the design approach would result in a high quality development in accordance with the requirements detailed within the Design Code and Policies CS5 and DM01.

4.4 Amount of open and play space

Condition 15 (Level of Open Space) of the outline consent sets out the level/target of open space to be provided across the whole Millbrook Park site. It states the following:

"Not less than 5.95 Hectares of open space shall be provided in the development which will consist of a target provision in the following areas:

- *Panoramic Park 1.37 Hectares*
- *Central Community Park 0.46 Hectares*
- *Officers' Mess Gardens 0.76 Hectares*
- *Eastern Park 0.42 Hectares*
- *Public Square 0.3 Hectares*
- *Northern Pocket Parks 0.35 Hectares*
- *Open Space to north/south of Officers' Mess 0.29 Hectares*
- *School Playing Fields 1.30 Hectares*
- *Woodland 0.70 Hectares*

As detailed in Parameter Plan 2(A6157/2.1/04) and the Revised Public Realm and Open Space Strategy (MHE/OPA/5.1) unless otherwise agreed in writing by the Local Planning Authority”.

This condition was imposed to ensure that appropriate provision of open space is provided throughout the development, but it is set out to allow some variation as each area is to achieve a ‘target’, with the minimum of 5.95Ha across the whole site to be provided. 1.37Ha of public open space has been proposed in this application for the Panoramic Park and conforms to Condition 15.

Play

The ‘Revised Public Realm and Open Space Strategy’ at outline stage calculated a minimum of 7,980sqm of ‘playable space’ across the whole Millbrook Park site. It had committed the Panoramic Park to deliver a neighbourhood playable space and a rounders pitch. This proposal would meet the provision of an equipped play area (at least 500sqm) and a rounders/kickabout pitch. The equipped area is fenced off with low railings and therefore allows visual permeability and passive surveillance. The play areas are set back from the outer edges of the park and therefore would not impact on future neighbours’ residential amenity.

The exact specifications for the play equipment has not yet been specified as this would be decided when the development goes out to tender, but the applicant has provided maximum dimensions and the likely appearance of the equipment. It is proposed to impose a condition for final play details to be submitted and approved and installed within 12 months of the first occupation of any dwelling in Phase 3, 4a, 4b or 5 (whichever is earlier). Condition 52 (Children’s Play Space) requires details of children’s’ play area to be provided and approved to which the submission relates. Whilst this scheme is not a ‘residential phase’, it is considered appropriate in this instance to require the provision of this play area within 12 months of the first occupation of the above phases as these are likely to be the next series of phases coming forward for residential development and adjoins the Panoramic Park. There is a further control for the delivery of this park as the approved Phasing Plan requires this to be completed prior to the completion of 50% of units (467 units) in the Green Belt Edge and Central Slopes Character Areas.

The proposal hereby satisfies the requirements of Conditions 48 (Design of Open Space) and 52 (Children’s Play Space).

4.5 Drainage and Flooding

Drainage information for the wider site covered by the outline planning permission to which this application relates was submitted (under application ref H/04340/11) under conditions 43, 44 and 46 of that consent. The current application includes a plan providing details of surface and foul water drainage and a Drainage Strategy technical note. These documents set out how the drainage infrastructure proposed would be consistent with the site wide approach to drainage.

As part of the SUDS across the Millbrook Park site, the site wide drainage strategy and the Design Code requires the installation of Urban swales along the northern side of the proposed road and around the perimeter of the

Panoramic Park and Green swales along the southern side of the Residential Boulevard. Three types of urban 'rain garden' swales are proposed with the widest (at 4.5m) to be along the Residential Boulevard. Narrower swales are proposed along the edges of the Panoramic Park. Though shallower than anticipated, these broadly follow the design principles set out in the Design Code and the minor variations such as the width or profile are considered acceptable as the swales still carry out the same functions envisaged to capture surface water run-off.

The Green swales are larger in width and depth spanning between residential properties and the carriageways. These will combine grassed banks (maximum gradient of 1:4) and areas of ornamental and native planting on a timber retaining wall terrace. Frequent crossing points in the form of pedestrian bridges give adequate connectivity.

Knee rails are proposed along the edge of the swale and the carriageway. No physical barrier separates the swales and the pedestrian footpaths, but since the urban swales are shallow and the Green swales have a terraced planting bed it is not considered that pedestrian safety would be compromised.

The drainage strategy and Design Code also requires an attenuation pond within the Panoramic Park. This proposal would have two ponds that are connected and both will have a permanent water level set at 89.00m and will attenuate surface water up to a maximum normal operating level of 90.00m. Approximately 900m³ of attenuation will be available between the water levels of 89.00m and 90.00m. In the event of severe storms, there will be approximately 1500m³ additional storage available due to the proposed banking around the ponds up to a maximum water level of 91.00m.

The Environment Agency originally raised queries regarding the surface water discharge limit, which did not tally with the information in the site wide drainage strategy. The applicant has adjusted the discharge rate to 240 litres per second from Phase 3 and stated that the total discharge rate from the whole site will meet the rate agreed in the outline application. The appropriate drainage calculations have also been provided to indicate the attenuation provided by the swales or demonstrate how the volume of the pond has been arrived at.

The Council's own Drainage Engineer is also satisfied with the drainage proposals. The proposal is considered to be acceptable and compliant with the principles and objectives of the outline consent to which this application relates in terms of drainage and flooding matters.

4.6 Biodiversity and Nature Conservation

Policy DM16 of the Barnet Local Plan states that when considering development proposals the Council will seek the retention and enhancement, or the creation of biodiversity. Policy DM01 states that proposals for lighting schemes should not have a demonstrably harmful impact on biodiversity. Policy MHE9 of the AAP states that ecological surveys will be required before development can commence, to ensure appropriate mitigation measures are undertaken.

The Environmental Statement at outline stage concluded that there are no overriding concerns with respect to ecology and nature conservation preventing redevelopment taking place. It is acknowledged by the AAP that the site is of limited nature conservation importance and it is considered that the development provides the opportunity to enhance the diversity of habitats across the site through the planting of native species.

An Ecological Mitigation and Management Plan (EMMP) was approved in order to discharge Condition 60 of the outline planning consent under application reference H/04184/11 (24th November 2011). The purpose of the EMMP was to set out a management programme for the enabling phases of works to safeguard and enhance the features of importance to nature conservation present within the application site.

This application is accompanied by an updated Habitat Survey (by Atkins) covering the area of this application. No potential additional significant impacts have been identified as a result of subsequent surveys and subject to the mitigation that has been agreed for Millbrook Park site, no additional significant impacts on ecological receptors would be predicted as a result of the proposed works within the current application site.

Whilst existing trees may be lost, a significant new number would be proposed. Bat and bird boxes are proposed on the larger retained trees and new trees, planting and the pond would enhance biodiversity. The location of the bat boxes on the submitted plans is indicative at this stage and it is anticipated that the final position to be confirmed with an ecologist and a condition requiring this is recommended.

The mitigation measures identified in the Habitat Survey Update submitted with the application shall be carried out as part of the implementation of the development proposed and this is listed as an approved plans condition.

Natural England was consulted and made no comments to the scheme as submitted. There are therefore no significant ecological issues raised in this proposal.

4.7 Contaminated land issues

Following demolition works, the site is to be subject to remediation works, which is in accordance with Condition 63 (Contaminated Land) of the outline consent. A contamination strategy for the whole site has been dealt with under Condition 63 of the outline consent (ref H/00643/12, approved April 2012). This condition is split into 4 parts and parts i) and ii) which includes desk top studies and site investigation have been approved. Parts iii) of the condition requires the approval of a remediation strategy and part iv) requires a verification to be submitted for each phase.

The applicant has submitted a Summary of Contamination Assessment and a Remediation and Reclamation Strategy Feb 2013 which provides the findings of ground investigation and the approach to dealing with contamination.

The information submitted is for Condition 63 (iii) of the outline consent. Part iv) of the Condition 63 and Condition 65 of the outline consent would require a

contamination remediation verification report to demonstrate completion of the works set out in the approved remediation strategy. The Council's Environmental Health Service has confirmed that the report was comprehensive and recommends a condition requiring validation/verification report to be submitted demonstrating the remediation work has been done. Since Condition part iv) of Condition 63 requires a verification report, there is no need to re-impose such a condition. An informative to remind the applicant to fulfil part iv) of Condition 63 in respect of these phases is considered appropriate.

4.8 Construction Management and Site Waste Management

A Construction Management Plan for the whole of Millbrook Park was approved pursuant to Condition 17 of the outline consent (ref H/04183/11). The document incorporates the view that succinct method statements will be required for each reserved matters application. The Construction Management Plan submitted for this reserved matters application sets out the arrangements that will be implemented to ensure the environmental issues are managed and minimum impact on the surrounding environment by this development including noise disturbances, vibration, dust, smoke, plant emissions and traffic.

The submitted report follows the principle set out in the site-wide Construction Management Plan and addresses the requirements of the actions. During the early construction stage the existing on-site road infrastructure will be used to provide haul routes through the development until the infrastructure is sufficiently advanced. It is proposed to use the access off Frith Lane (via Phase 1A access) and Bittacy Hill (via the remaining section of Bray Road) for construction routes and is considered to be acceptable as they provide the most direct route to the wider strategic highway network and avoid any environmental weight limit restricted roads.

Condition 18 of the outline consent to which this current application relates requires the submission of a Demolition and Site Waste Management Plan before the commencement of the development. A submission to discharge condition 18 was made in September 2011 (application reference H/04188/11) and approved in November 2011. The development is required to be carried out in accordance with the plan approved under this application and it is considered that this is sufficient to address the waste management issues potentially raised by the current proposal. The application is therefore found to be acceptable in this regard.

4.9 Management and Maintenance of open space

Condition 5 of the outline consent (Reserved Matters Details) requires that a schedule of landscape maintenance for a minimum period of 5 years be submitted. A Landscape Management and Maintenance Plan outlines the management objectives, regimes and standards to ensure that the Panoramic Park is kept in good condition and safe. Management of the Panoramic Park will be undertaken by specialist landscape contractors appointed by the Inglis Consortium's Management Company (which will eventually be the responsibility of the Residents Management Company for Millbrook Park).

4.10 Archaeology

Policy DM06 of the Barnet Local Plan states that any development which may affect archaeological remains will need to demonstrate the likely impact upon the remains and the mitigation proposed to reduce the impact.

When the outline planning application (H/04017/09) was considered an archaeological assessment established that no physical archaeological remains are known to be present in the site but that the potential exists for such remains to be present. The potential adverse impacts identified by the assessment would arise from the loss of physical remains.

Details relating to Condition 61 (Written Scheme of Archaeological Investigation) attached to the outline planning permission was approved under application reference H/04189/11 on 23rd November 2011. Details were submitted that cover a written scheme of investigation for trial trenching on the site. In consultation with Greater London Archaeological Advisory Service (GLAAS) the applicants proposed a series of trial trenches to be dug on the site to evaluate the potential for archaeological finds.

An informative was added to the consent H/04189/11 to ensure any heritage assets of significant archaeological interest that may be uncovered during the course of initial trial trenching, further mitigation may be required.

Notwithstanding this investigation English Heritage Archaeology were consulted on the current application and no comments have been made to the proposal. It is considered that there would be no adverse impacts in relation to archaeology that will arise from the proposal and that it therefore complies with the relevant national, regional and local policies.

4.11 Other matters

National Grid had identified that it has apparatus in the vicinity of the site which may be affected by the activities specified. The applicant has confirmed that the apparatus in question is to be disconnected/abandoned and there will be no remaining mains services on the site by early April.

5. EQUALITIES AND DIVERSITY ISSUES

Section 149 of the Equality Act 2010, which came into force on 5th April 2011, imposes important duties on public authorities in the exercise of their functions, including a duty to have regard to the need to:

- “(a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;*
- (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;*
- (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.”*

For the purposes of this obligation the term “protected characteristic” includes:

- age;
- disability;

- gender reassignment;
- pregnancy and maternity;
- race;
- religion or belief;
- sex;
- sexual orientation.

Officers have in considering this application and preparing this report had regard to the requirements of this section and have concluded that a decision to grant planning permission for this proposed development will comply with the Council's statutory duty under this important legislation.

The areas of open spaces are publicly accessible and have level access. A disabled visitor parking bay has been provided to aid access to the park.

It is considered by officers that the submission adequately demonstrates that the design of the development and the approach of the applicant are acceptable with regard to equalities and diversity matters. The proposals do not conflict with either Barnet Council's Equalities Policy or the commitments set in our Equality Scheme and support the council in meeting its statutory equality responsibilities.

6. CONCLUSION

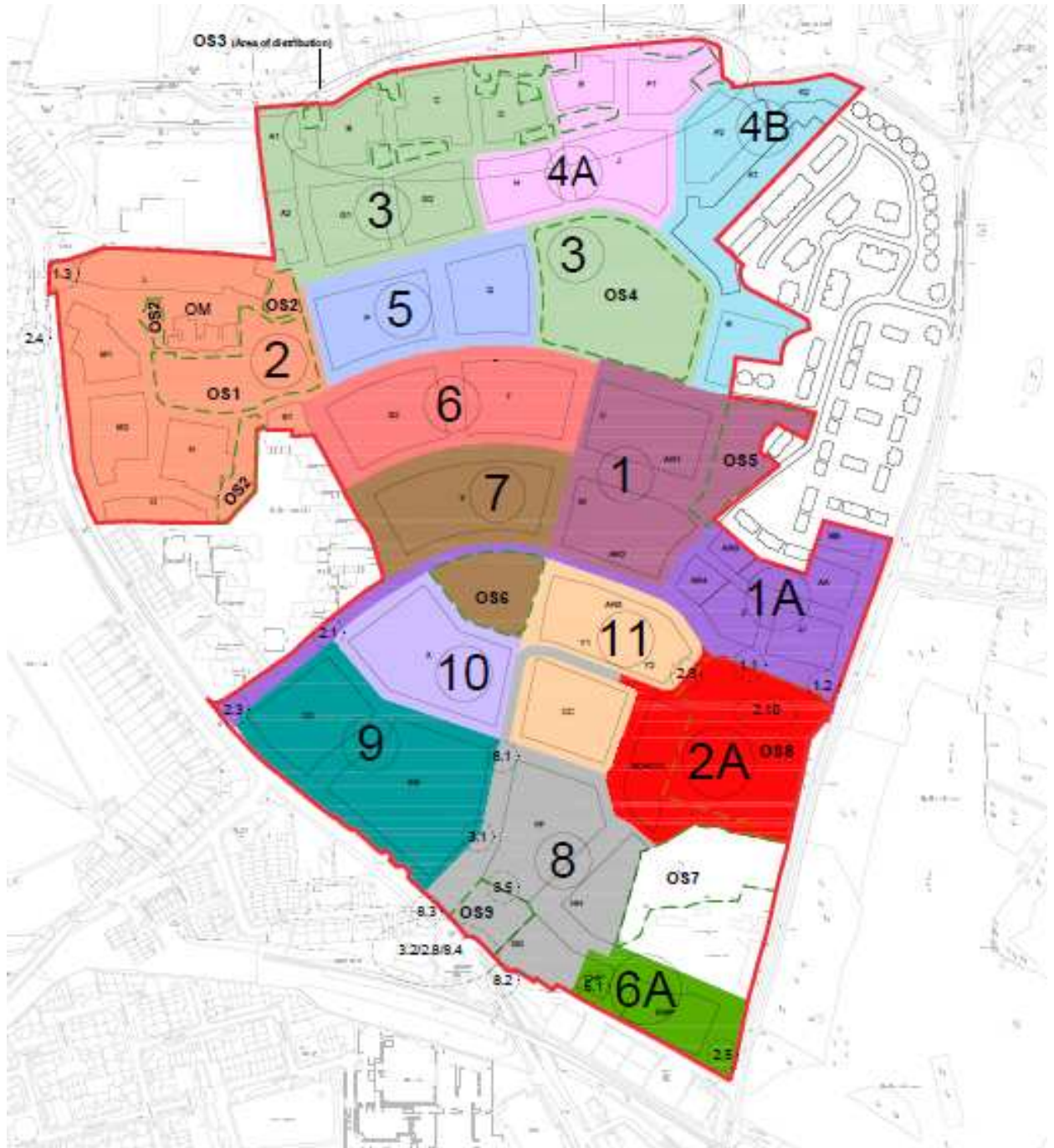
As conditioned the proposal would not compromise the outline planning permission (H/04017/09) for the redevelopment of the wider site. It accords with the relevant development plan policies, conforms to the design principles and the parameters established in both the approved outline application for the former Inglis Barracks site and the Design Code. The proposal is acceptable on visual amenity, access, highways, biodiversity, and drainage grounds.

A large number of new trees and the landscaping scheme would mitigate the additional loss of the existing trees, contributing to the amenity in this part of Millbrook Park site. The accessible public open spaces proposed would provide for quality green recreational spaces for existing residents nearby and future residents of the development.

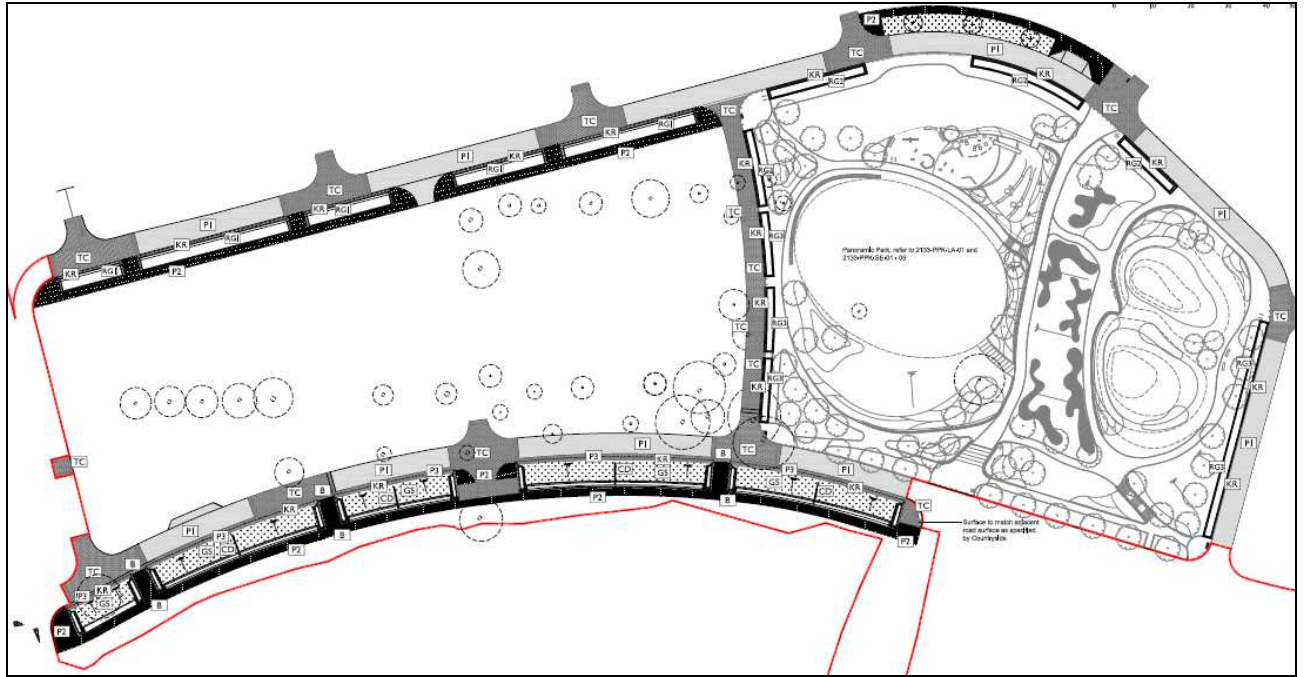
The application also satisfies the requirements of Conditions 26, 48 and 52 of the outline consent (insofar as it relates to this phase).

It is recommended that the application be **approved** subject to discharging the attached conditions.

Appendix 1 Latest Phasing Plan



Appendix 2 Proposed Site Layout of infrastructure works and Panoramic Park



Appendix 3 - KEY POLICY CONTEXT

1. In accordance with Article 31 of the Town and Country Planning (Development Management Procedure) Order 2010, this informative summarises the local planning authority's reasons for granting planning permission for this development and the relevant development plan policies taken into account in this decision.

In summary, the Local Planning Authority considers that the proposed development should be permitted for the following reasons:

The proposal would not compromise the outline planning permission (H/04017/09) for the redevelopment of the wider site and would provide a valuable public open space for the future residents of Millbrook Park. The advanced infrastructure works is necessary to serve these phases and have been laid out broadly in accordance with the parameters set out in the outline consent and the Design Code. The proposal is acceptable on visual amenity, access, highways, biodiversity, contamination and drainage grounds. It satisfies Conditions 26, 48 and 52 of the outline permission.

In accordance with paragraphs 186 and 187 of the National Planning Policy Framework, the Council takes a positive and proactive approach to development proposals, focused on solutions. The Local Planning Authority has produced planning policies and written guidance to guide applicants when submitting applications. These are all available on the Council's website. A pre-application advice service is also offered. The Local Planning Authority has negotiated with the applicant and agent where necessary during the application process to ensure that the proposed development is in accordance with the Council's relevant policies and guidance. In this case formal pre-application advice was sought prior to submission of the application.

A summary of the development plan (London Plan 2011), Barnet Core Strategy 2012, Development Management Policies DPD 2012 and Mill Hill East Area Action Plan (2009) policies relevant to this decision is set below:

London Plan (July 2011) Policies

Policy	Content Summary
1.1 (Delivering the strategic vision and objectives for London)	Strategic vision and objectives for London including managing growth and change in order to realise sustainable development and ensuring all Londoners to enjoy a good and improving quality of life.
2.13 (Opportunity Areas and Intensification Areas)	Boroughs should support the strategic policy directions for the opportunity areas and intensification areas and seek to optimise residential and non-residential output and densities, provide necessary social and other infrastructure to sustain growth, and, where appropriate, contain a mix of uses.
Policy 3.6 (Children and young people's play and informal recreation facilities)	New housing should make provision for play and informal recreation based on the child population generated by the scheme and an assessment of future needs.
3.7 (Large	On those sites of over five hectares or capable of

Residential Development)	accommodating more than 500 dwellings should be progressed through an appropriately plan-led process to co-ordinate, where necessary, provision of social, environmental and other infrastructure and to create neighbourhoods with a distinctive character, sense of local pride and civic identity. The planning of these areas should take place with the engagement of local communities and other stakeholders.
5.12 (Flood risk management)	Proposals must comply with the flood risk assessment and management requirements of set out in PPS25.
5.13 (Sustainable drainage)	Development proposals should utilise sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so, and should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible. Drainage should be designed and implemented in ways that deliver other policy objectives of the London Plan, including water use efficiency and quality, biodiversity, amenity and recreation.
5.14 (Water quality and wastewater infrastructure)	Development proposals must ensure that adequate wastewater infrastructure capacity is available in tandem with the development.
5.21 (Contaminated land)	Development of brownfield land shall not result in significant harm to human health or the environment, Appropriate measures should be taken to ensure that development on previously contaminated land does not activate or spread contamination.
6.3 (Assessing effects of development on transport capacity)	Development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. Development should not adversely affect safety on the transport network.
6.9 (Cycling); 6.10 (Walking)	Proposals should provide secure, integrated and accessible cycle parking facilities in line with in minimum standards and provide on-site changing facilities for cyclists. Development proposals should ensure high quality pedestrian environments and emphasise the quality of the pedestrian and street space.
6.13: (Parking)	The maximum standards in the London Plan should be applied to planning applications and developments should also provide electrical charging points, parking for disabled people and cycle parking in accordance with the London Plan standards. Delivery and servicing needs should also be provided for.
7.2 (An inclusive environment)	Development proposals should achieve the highest standards of accessible and inclusive design and supports the principles of inclusive design. It should be designed so that it can be used safely, easily and with dignity by all regardless of disability, age, gender, ethnicity or economic circumstances.
7.3 (Designing out crime)	Development proposals should reduce the opportunities for criminal behaviour and contribute to a sense of security without being overbearing or intimidating.

7.4 (Local character)	Development proposals should have regard to the form, function, and structure of an area, place or street and the scale, mass and orientation of surrounding buildings. It should improve an area's visual or physical connection with natural features. Buildings, streets and open spaces should provide a high quality design.
7.5 (Public Realm)	Development should make the public realm comprehensible at a human scale, using gateways, focal points and landmarks as appropriate to help people find their way. Landscape treatment, street furniture and infrastructure should be of the highest quality, have a clear purpose.
7.8 (Heritage Assets and Archaeology)	Development should identify, value, conserve, restore, re-use and incorporate heritage assets, where appropriate. Development affecting heritage assets and their settings should conserve their significance, by being sympathetic to their form, scale, materials and architectural. Development that affects the setting of listed buildings or conservation areas should be of the highest quality of architecture and design, and respond positively to local context and character.
7.19 (Biodiversity and Access to Nature)	Development proposals should wherever possible, make a positive contribution to the protection, enhancement, creation and management of biodiversity.
7.21 (Trees and woodlands)	Existing trees of value should be retained and any loss as a result of development should be replaced. Wherever appropriate the planting of additional trees should be included in developments.

Barnet's Local Plan Policies (September 2012)

Core Strategy Policy	Content Summary
CS NPPF (National Planning Policy Framework – presumption in favour of sustainable development)	Take a positive approach to proposals which reflects the presumption in favour of sustainable development and approve applications that accord with the Local Plan, unless material considerations indicate otherwise. Where there are no policies relevant to the proposal or the relevant policies are out of date permission should be granted, unless material considerations indicate otherwise.
CS4 (Providing quality homes and housing choice in Barnet)	Aim to create successful communities by: <ul style="list-style-type: none"> - Seeking to ensure a mix of housing products that provide choice for all are available. - Ensuring that all new homes are built to the Lifetime Homes Standard and that the wider elements of schemes include the relevant inclusive design principles. - Seeking a variety of housing related support options. - Delivering 5500 new affordable homes by 2025/26 and seeking a borough wide target of 40% affordable

	<p>homes on sites capable of accommodating 10 or more dwellings.</p> <ul style="list-style-type: none"> - Seek an appropriate mix of affordable housing comprising 60% social rented housing and 40% intermediate housing.
<p>CS5 (Protecting and enhancing Barnet's character to create high quality places)</p>	<p>The council will ensure that development in Barnet respects local context and distinctive local character, creating places and buildings with high quality design.</p> <p>Developments should:</p> <ul style="list-style-type: none"> - Address the principles, aims and objectives set out in the relevant national guidance. - Be safe attractive and fully accessible. - Provide vibrant, attractive and accessible public spaces. - Respect and enhance the distinctive natural landscapes of Barnet. - Protect and enhance the gardens of residential properties. - Protect important local views. - Protect and enhance the boroughs high quality suburbs and historic areas and heritage. - Maximise the opportunity for community diversity, inclusion and cohesion. - Contribute to people's sense of place, safety and security.
<p>CS7 (Enhancing and Protecting Barnet's Open Spaces)</p>	<p>The Council will create a greener Barnet by:</p> <ul style="list-style-type: none"> - protecting open spaces, including Green Belt and Metropolitan Open Land. - ensuring that the character of green spaces of historic significance is protected. - meeting increased demand for access to open space and opportunities for physical activity, by tackling deficiencies and under provision. - - securing additional on-site open space or other open space improvements in the identified growth areas including 8 ha of new provision at Brent Cross – Cricklewood, 5.5 ha of new provision at Mill Hill East and 5 ha at Colindale. - securing improvements to open spaces including provision for children's play, sports facilities and better access arrangements. - ensuring that development protects existing site ecology and makes the fullest contributions to enhancing biodiversity.
<p>CS9 (Providing safe, efficient and effective travel)</p>	<p>Developments should provide and allow for safe effective and efficient travel and include measures to make more efficient use of the local road network.</p> <p>Major proposals should incorporate Transport Assessments, Travel Plans, Delivery and Servicing</p>

	<p>Plans and mitigation measures and ensure that adequate capacity and high quality safe transport facilities are delivered in line with demand.</p> <p>The council will support more environmentally friendly transport networks, including the use of low emission vehicles (including electric cars), encouraging mixed use development and seeking to make cycling and walking more attractive for leisure, health and short trips.</p>
CS12 (Making Barnet a safer place)	<p>The Council will:</p> <ul style="list-style-type: none"> - Encourage appropriate security and community safety measures in developments and the transport network. - Require developers to demonstrate that they have incorporated community safety and security design principles in new development. - Promote safer streets and public areas, including open spaces.
CS13 (Ensuring the Efficient Use of Natural Resources)	<p>The Council will seek to minimise Barnet's contribution to climate change and ensure that through the efficient use of natural resources the borough develops in a way which respects environmental limits and improves quality of life.</p> <p>The Council will promote the highest environmental standards for development and through the SPDs. The Council will expect all development to be energy-efficient and seek to minimise any wasted heat or power.</p> <p>The Council will be a water efficient borough and minimise the potential for fluvial and surface flooding by ensuring development does not cause harm to the water environment, water quality and drainage systems subject to local geology and ground water levels. Development should utilise Sustainable Urban Drainage Systems (SUDS) in order to reduce surface water run-off and ensure such run-off is managed as close to its source as possible.</p>
Development Management Policies	
DM01 (Protecting Barnet's character and amenity)	<p>Development should represent high quality design that contributes to climate change mitigation and adaptation.</p> <p>Proposals should be based on an understanding of local characteristics, preserve or enhance local character and respect the appearance, scale, mass, height and pattern of surrounding buildings, spaces and streets.</p> <p>Development should ensure attractive, safe and vibrant streets which provide visual interest. Proposal should create safe and secure environments, reduce</p>

	<p>opportunities for crime and minimise fear of crime.</p> <p>Development should be designed to allow for adequate daylight, sunlight, privacy and outlook for adjoining and potential occupiers and users. Lighting schemes should not have a demonstrably harmful impact on amenity or biodiversity. Proposals should retain outdoor amenity space.</p> <p>Trees should be safeguarded and when protected trees are to be felled the Council will require suitable tree replanting. Proposals will be required to include landscaping that is well laid out; considers the impact of hardstandings on character; achieves a suitable visual setting; provides an appropriate level of new habitat; makes a positive contribution to the to the surrounding area; contributes to biodiversity (including the retention of existing wildlife habitat and trees); and adequately protects existing tress and their root systems.</p>
DM02 (Development standards)	Development will be expected to demonstrate compliance with relevant standards, supported by the guidance provided in the Council's Supplementary Planning Documents.
DM03 (Accessibility and inclusive design)	Developments should meet the highest standards of accessible and inclusive design.
DM04 (Environmental considerations)	<p>Developments are required to demonstrate their compliance with the Mayor's targets for reductions in carbon dioxide emissions within the framework of the energy hierarchy.</p> <p>Where decentralised energy is feasible or planned development will provide either suitable connection; the ability for future connection; a feasibility study or a contribution to a feasibility study.</p> <p>Proposals should be should be designed and sited to reduce exposure to air pollutants and ensure that development is not contributing to poor air quality. Locating development that is likely to generate unacceptable noise levels close to noise sensitive uses will not normally be permitted. Proposals to locate noise sensitive development in areas with existing high levels of noise not normally be permitted. Mitigation of noise impacts through design, layout and insulation will be expected where appropriate.</p> <p>Development on land which may be contaminated should be accompanied by an investigation to establish the level of contamination. Proposals which could adversely affect ground water quality will not be permitted.</p>

	Development should demonstrate compliance with the London Plan water hierarchy for run off, especially in areas prone to flooding.
DM06 (Barnet's Heritage and Conservation)	<p>All heritage assets will be protected in line with their significance. All development will have regard to the local historic context.</p> <p>Proposals involving or affecting Barnet's heritage assets should demonstrate the following:</p> <ul style="list-style-type: none"> - the significance of the heritage asset - the impact of the proposal on the significance of the heritage asset - the impact of the proposal on the setting of the heritage asset - how the significance and/or setting of a heritage asset can be better revealed - the opportunities to mitigate or adapt to climate change - how the benefits outweigh any harm caused to the heritage asset
DM15 (Green Belt and Open Spaces)	The Council will seek to provide more public access to a variety of spaces to help deliver the green and social infrastructure required for a growing Barnet.
DM16 (Biodiversity)	The council will seek the retention and enhancement, or the creation of biodiversity for new developments.
DM17 (Travel impact and parking standards)	<p>The Council will :</p> <ul style="list-style-type: none"> - Ensure that the safety of all road users is taken into account when considering development proposals. - Ensure that roads within the borough are used appropriately according to their status. - Expect major development proposals with the potential for significant trip generation to be in locations which are (or will be) highly accessible by a range of transport modes. Developments should be located and designed to make the use of public transport more attractive. - Require a full Transport Assessment where the proposed development is anticipated to have significant transport implications. - Require the occupier to develop, implement and maintain a satisfactory Travel Plan to minimise increases in road traffic and meet mode split targets. - Expect development to provide safe and suitable access arrangements for all road users. - Require appropriate measures to control vehicle movements, servicing and delivery arrangements. - Require, where appropriate, improvements to cycle and pedestrian facilities. - Parking will be expected to be provided in accordance with the following per unit maximum standards: <ul style="list-style-type: none"> i. 2 to 1.5 spaces for detached and semi-detached houses and flats (4 or more bedrooms).

	<ul style="list-style-type: none"> ii. 1.5 to 1 spaces for terraced houses and flats (2 to 3 bedrooms). iii. 1 to less than 1 space for developments consisting mainly of flats (1 bedroom). <p>- Residential development may be acceptable with limited or no parking outside a Controlled Parking Zone only where it can be demonstrated that there is sufficient on street parking capacity.</p>
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Mill Hill East Area Action Plan (AAP) 2009

Policy	Content Summary
MHE7 (Parks and Public Open Space)	<p>Provision of around 5.5 hectares including:</p> <ul style="list-style-type: none"> • 4 new local parks; • Retained woodland; • Sports pitches <p>In addition contributions will be sought to improve existing open space and may include:</p> <ul style="list-style-type: none"> • works to local footpaths • improvements to Bittacy Hill Park
MHE8 (Children's Play Space)	Provision on site based on assessment of need
MHE9 (Protection of Green Belt and Biodiversity)	<p>No development within Green Belt and development adjacent to Green Belt will be required to enhance the visual amenity of the area.</p> <p>Ecological surveys required before development can commence to ensure appropriate mitigation measures.</p> <p>Planting of native species to encourage biodiversity</p>

MHE10 (Making the Right Connections)	<p>Development based on a new network of streets linking to the surrounding area.</p> <p>Street design to promote place making.</p> <p>Delivering the following strategic elements:</p> <ul style="list-style-type: none"> • A new east/west link between Bittacy Hill and Frith Lane which is suitable for use as a bus route; and • A high street running north/south to Mill Hill East station, suitable for use as a bus route
MHE14 (Creating a Sustainable Development)	<p>Residential development to achieve a minimum of Code Level 4.</p> <p>Commercial and community buildings to achieve a BREEAM excellent rating.</p> <p>Construction materials to achieve a rating of A+ to D in the BRE Green Guide.</p>

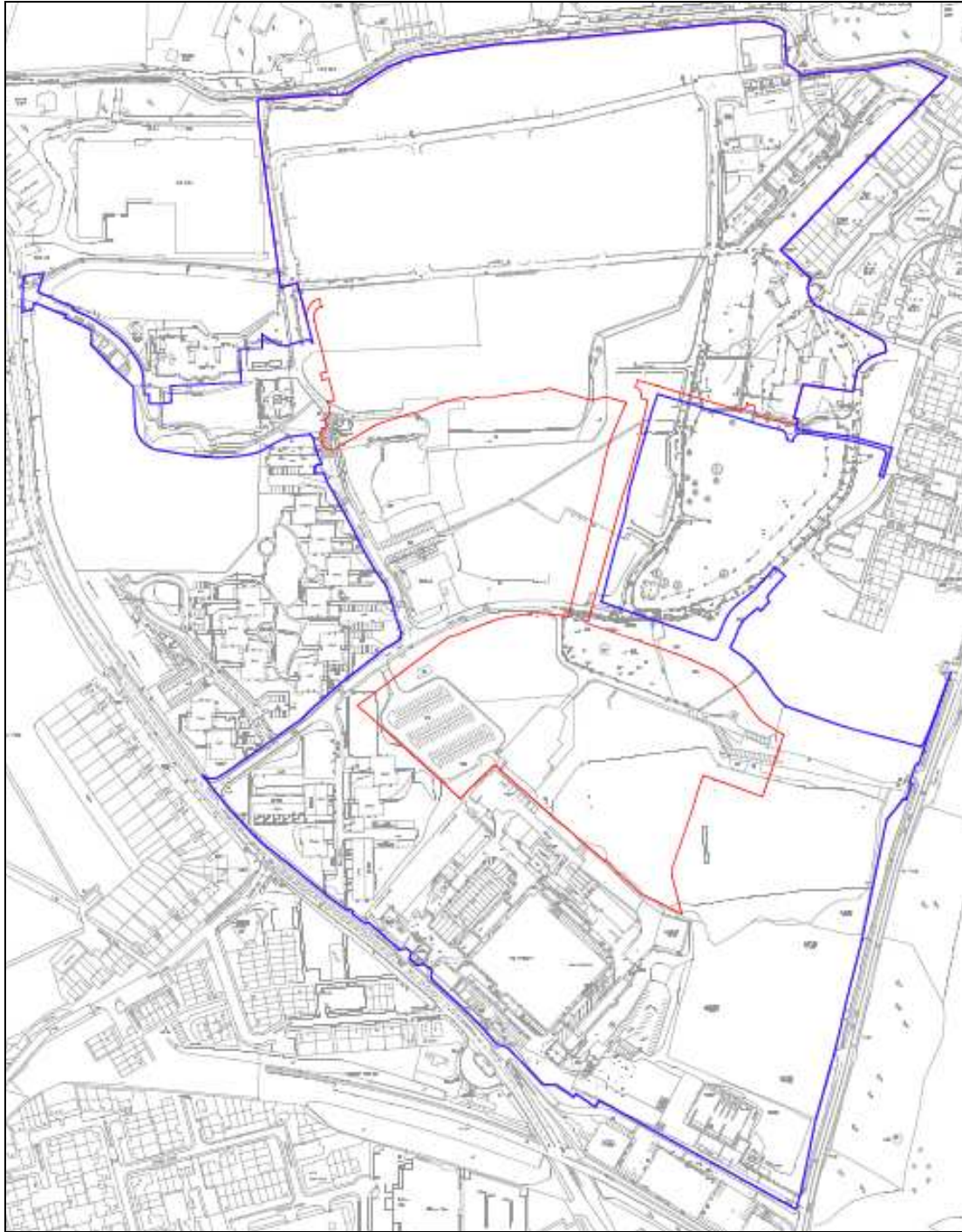
	<p>Sustainable Urban Drainage Systems (SUDS) to be used.</p> <p>Use of green and brown roofs in particular on the school.</p> <p>Provision of grey water recycling.</p> <p>20% of all energy requirements to be met through renewable technologies.</p> <p>Provision of an energy strategy to include a feasibility study for provision of district heating.</p> <p>50% of waste to be recycled or composted.</p> <p>Provision of a minimum of 0.5 hectares of land for sustainable infrastructure.</p>
MHE15 (Design)	<ul style="list-style-type: none"> • Creation of gateway near station with shops and offices around a new public square with enhanced pedestrian crossing; • Creation of high quality local high street linking square to centre of site; • Creation of three residential character areas that are responsive to the suburban character and setting of development: Green Belt edge, Central Slopes, Southern Hub; • Aligning parks and buildings and using site topography to create a series of panoramic views from public spaces but also to limit views into the site. • Community facilities and public transport stops to be within 5 minutes walk distance of most residents.
MHE16 (Delivering Design Quality)	Development will be required to demonstrate a high level of quality in urban design, architecture and landscape design.
MHE18 (Delivering the AAP)	A comprehensive approach will be required to development to the site to ensure a high quality of design, an integrated layout and the timely delivery of social, economic, environmental and physical infrastructure improvements

2. The applicant is reminded that the conditions and planning controls in the outline permission H/04017/09 dated 22/09/2011 are still relevant and must be complied with. There are also conditions that require to be discharged prior to the occupation of the development.
3. The applicant is reminded that Condition 63 (iv) and Condition 65 of the outline consent requires the submission and approval of a contamination remediation verification report, which will require the

developer to demonstrate completion of the works set out in the approved remediation strategy.

4. The costs of any associated works to the public highway, including temporary traffic order making and related implementation works and reinstatement works will be borne by the applicants and carried out either under rechargeable works Agreement or may require the applicant to enter into a 278 Agreement under the Highways Act 1980. Detailed design will have to be approved by Traffic & Development Section – Environment, Planning and Regeneration Directorate.

Appendix 4 Site Location Plan



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LOCATION: Moss Hall School, Moss Hall Grove, London, N12 8PE
REFERENCE: F/00569/13 **Received:** 24 January 2013
Accepted: 12 February 2013
WARD(S): West Finchley **Expiry:** 14 May 2013 **AGENDA ITEM 11**

Final Revisions:

APPLICANT: London Borough of Barnet

PROPOSAL: School expansion from 3 Form Entry to 4 Form Entry. Extensions to provide additional teaching accommodation with associated spaces. Infant school - main entrance area extension; 1 classroom extension; 2 classroom new building; new dining hall annexe; relocation of the existing unit. Junior school - demolition of the defective wing and replacement with 2 storey extension. Provision of MUGA area, additional cycle spaces and 2 class mobile unit as temporary accommodation for the duration of the construction works.

RECOMMENDATION: APPROVE SUBJECT TO CONDITIONS

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

3001- Aerial View
3003 Rev C- Existing Block Plan- Site Analysis
3004 Rev D- Proposed Site Plan
3005- Existing Floor Plan Infant School
3006 Rev A- Existing Floor Plan – Junior School
3007 Rev D- Proposed Floor Plan – Infant School
3008 Rev A- Proposed Floor Plan – Junior School
3009- Existing Elevations - sh. 1 of 3
3010- Existing Elevations – sh.2 of 3
3011- Existing Elevations – sh.3 of 3
3012- Proposed Elevations / Section – Infant School
3013 Rev A- Proposed Elevation / Section – Infant School sh.2 of 2
3014 Rev A- Proposed Elevations / Section 2-storey block – Junior School
3015 Rev A- Proposed Roof Plan- Infant & Junior Schools
3901 Rev P6- Landscape Layout
SK2 Rev P1- 3D View 2
SK3- Seasonal Site Shadow Analysis Infant School
221106-F-01 Rev A- Tree Survey
221106-F-02 Rev A- Tree Constraints
Tim Moya Associates- Tree Schedule
URS- Transport Assessment Final February 2013
Ecology Report by and Management Services Ltd

Reason:

For the avoidance of doubt and in the interests of proper planning and so as to ensure that the development is carried out fully in accordance with the plans as assessed in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012) and CS NPPF and CS1 of the Adopted Barnet Core Strategy DPD (2012).

2. This development must be begun within three years from the date of this permission.

Reason:

To comply with Section 51 of the Planning and Compulsory Purchase Act, 2004.

3. The development shall be implemented in accordance with levels details as shown on the hereby approved drawings.

Reason:

To ensure that the development is carried out at suitable levels in relation to the highway and adjoining land having regard to drainage, gradient of access, the safety and amenities of users of the site, the amenities of the area and the health of any trees or vegetation in accordance with policies DM01 and DM04 of the Adopted Barnet Development Management Policies DPD (2012), CS NPPF, CS1, CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012) and 7.4, 7.5, 7.6 and 7.21 of the London Plan 2011.

4. Before construction of the new teaching block starts on site, details of the materials to be used for the external surfaces of the building shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with such details as approved.

Reason:

To safeguard the character and visual amenities of the site and wider area and to ensure that the building is constructed in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012), CS NPPF and CS1 of the Adopted Barnet Core Strategy DPD (2012) and 1.1, 7.4, 7.5 and 7.6 of the London Plan 2011.

5. Before construction of the MUGA starts on site, details of the materials to be used for the hard surfaced areas shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with such details as approved.

Reason:

To safeguard the character and visual amenities of the site and wider area and to ensure that the building is constructed in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012), CS NPPF and CS1 of the Adopted Barnet Core Strategy DPD (2012) and 1.1, 7.4, 7.5 and 7.6 of the London Plan 2011.

6. The new building shall be used as a Primary School and no other purpose (including any other purpose in Class D1 of the Schedule to the Town and Country Planning (Use Classes) Order, 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order, with or without modification).

Reason:

To enable the Local Planning Authority to exercise control of the type of use within the category in order to safeguard the amenities of the area.

7. No construction work resulting from the planning permission shall be carried out on the premises at any time on Sundays, Bank or Public Holidays, before 8.00 am or after 1.00 pm on Saturdays, or before 8.00 am or after 6.00pm on other days.

Reason:

To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties in accordance with policy DM04 of the Adopted Barnet Development Management Policies DPD (2012).

8. A scheme of hard and soft landscaping, including details of existing trees to be retained, shall be submitted to and agreed in writing by the Local Planning Authority before the development, hereby permitted, is commenced.

Reason:

To ensure a satisfactory appearance to the development in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012) and 7.21 of the London Plan 2011 and CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012).

9. All work comprised in the approved scheme of landscaping shall be carried out before the end of the first planting and seeding season following occupation of any part of the buildings or completion of the development, whichever is sooner, or commencement of the use.

Reason:

To ensure a satisfactory appearance to the development in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012) and CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012) and 7.21 of the London Plan 2011.

10. Any existing tree shown to be retained or trees or shrubs to be planted as part of the approved landscaping scheme which are removed, die, become severely damaged or diseased within five years of the completion of development shall be replaced with trees or shrubs of appropriate size and species in the next planting season.

Reason:

To ensure a satisfactory appearance to the development in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012) and CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012) and 7.21 of the London Plan 2011.

11. No fencing or floodlighting shall be installed around the MUGA.

Reason:

To preserve the openness of Metropolitan Open Land and the amenity of neighbouring residents.

12. Before any lighting is installed onto any part of the hereby approved buildings / extension, details shall be submitted to and approved in writing by the Local Planning Authority. Lighting fixtures shall be implemented as approved and retained as such.
- Reason:
To protect the amenity of neighbouring residents.
13. Provisions shall be made within the site to ensure that all vehicles associated with the construction of the development hereby approved are properly washed and cleaned to prevent the passage of mud and dirt onto the adjoining highway.
- Reason:
To ensure that the development does not cause danger and inconvenience to users of the adjoining pavement and highway.
14. The development shall meet a "Very Good" BREEAM rating. Before the development is first occupied, the developer shall submit certification of this selected generic environmental standard.
- Reason:
To ensure that the development is sustainable and complies with Strategic and Local Policies in accordance with policy DM02 of the Adopted Barnet Development Management Policies DPD (2012), the adopted Sustainable Design and Construction Supplementary Planning Document (June 2007) and policies 5.2 and 5.3 of the London Plan (2011).
15. Before the building hereby permitted is occupied the proposed windows in the elevation facing Bramley Cottage shall be glazed with obscure glass only and shall be permanently retained as such thereafter and shall be permanently fixed shut with only a fanlight opening.
- Reason:
To safeguard the privacy and amenities of occupiers of adjoining residential properties in accordance with policy DM01 of the Adopted Barnet Development Management Policies DPD (2012).
16. Before demolition starts on side a Construction Management Plan (CMP) shall be carried out and submitted to and approved in writing by the Local Planning Authority.
- Reason:
To protect the amenity of neighbouring occupiers and school pupils and staff in accordance with policy DM04 of the Barnet Adopted Local Plan Development Management Policies DPD (2012).
17. Before the development hereby permitted is occupied, details of all extraction and ventilation equipment shall be submitted to and approved by the Local Planning Authority and implemented in accordance with agreed details before the use is commenced.
- Reason:

To ensure that the proposed development does not prejudice the enjoyment or amenities of occupiers of adjoining residential properties in accordance with policies DM04 of the Adopted Barnet Development Management Policies DPD (2012) and 7.15 of the London Plan 2011.

18. The level of noise emitted from the any plant installed on site shall be at least 5dB(A) below the background level, as measured from any point 1 metre outside the window of any room of a neighbouring residential property.

If the noise emitted has a distinguishable, discrete continuous note (whine, hiss, screech, hum) and/or distinct impulse (bangs, clicks, clatters, thumps), then it shall be at least 10dB(A) below the background level, as measured from any point 1 metre outside the window of any room of a neighbouring residential property.

Reason:

To ensure that the proposed development does not prejudice the amenities of occupiers of neighbouring properties in accordance with policies DM04 of the Adopted Barnet Development Management Policies DPD (2012) and 7.15 of the London Plan 2011.

19. Before construction starts on site, a report should be carried out by a competent acoustic consultant and submitted to the Local Planning Authority for approval, that assesses the likely noise impacts from the development of the ventilation/extraction plant. The report shall also clearly outline mitigation measures for the development to reduce these noise impacts to acceptable levels.

It should include all calculations and baseline data, and be set out so that the Local Planning Authority can fully audit the report and critically analyse the contents and recommendations. The approved measures shall be implemented in their entirety before (any of the units are occupied / the use commences).

Reason:

To ensure that the amenities of neighbouring premises are protected from noise from the development in accordance with policies DM04 of the Adopted Barnet Development Management Policies DPD (2012) and 7.15 of the London Plan 2011.

20. A scheme for acoustic fencing shall be submitted in writing and approved by the Local Planning Authority prior to occupation. This scheme shall be fully implemented before the development hereby permitted is brought into use.

Reason:

To ensure that the proposed development does not prejudice the enjoyment of the occupiers of their home(s) in accordance with policies DM04 of the Adopted Barnet Development Management Policies DPD (2012) and 7.15 of the London Plan 2011.

21. Part 1

Before development commences other than for investigative work:

- a. A desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.
- b. If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. This shall be submitted to, and approved in writing by, the Local Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable:-
 - a risk assessment to be undertaken,
 - refinement of the Conceptual Model, and
 - the development of a Method Statement detailing the remediation requirements.

The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority.

- c. If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.

Part 2

Where remediation of contamination on the site is required completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.

Reason:

To ensure the development can be implemented and occupied with adequate regard for environmental and public safety in accordance with policies DM04 of the Adopted Barnet Development Management Policies DPD (2012), CS NPPF of the Adopted Barnet Core Strategy DPD (2012) and 5.21 of the London Plan 2011.

22. Existing vehicular parking spaces shown on drawing No. 3004 Rev. D shall be retained in accordance with the proposed planning application. The parking spaces shall be used only as agreed and not be used for any purpose other than the parking and turning of vehicles in connection with approved development.

Reason:

To ensure that adequate and satisfactory provision is made for the parking of vehicles in the interests of pedestrian and highway safety and the free flow of traffic in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

23. Before the development hereby permitted is occupied, shall be provided in accordance with London Plan cycle parking standards and that area shall not thereafter be used for any purpose other than for the parking of cycles associated with the development.

Reason:

To ensure and promote easier access for disabled persons to the approved building in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012 which in turn refers to London Plan Parking Standards.

24. No site works or works on this development including demolition or construction work shall commence until a Demolition, Construction and Traffic Management Plan has been submitted to and approved in writing by the Local Planning Authority. All works must be carried out in full accordance with the approved details unless previously agreed in writing by the Local Planning Authority.

Reason:

In the interests of highway safety in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

25. Before the permitted development is occupied a full Delivery and Servicing Plan (DSP) shall be submitted to and agreed by the Local Planning Authority.

Reason:

In the interest of highway safety in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

26. Before the development is occupied a School Travel Plan shall be submitted to and approved by the Local Planning Authority that meets the criteria in the Transport for London's guidance booklet "What a School Travel Plan should contain" and should include the appointment of a School Travel Plan Champion. The School Travel Plan should be reviewed annually in

accordance with the target set out in the School Travel Plan.

Reason:

To encourage the use of sustainable forms of transport to the site in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

27. The buildings hereby approved shall not be occupied until arrangements for the provision of a Zebra Crossing and waiting restrictions in the vicinity of the site have been secured.

Reason:

To facilitate pedestrian crossings in the vicinity of the site and to to mitigate adverse impact on roads in the vicinity of the school as a result of vehicles parking injudiciously, causing obstruction and affecting highway and pedestrian safety in accordance with policy DM17 of the Development Managment Policies DPD (2012)

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 Mayor's London Plan: July 2011 and the Adopted Barnet Core Strategy (2012) and Development Management Policies DPD (2012).

In particular the following polices are relevant:

National Planning Policy Framework

Town and Country Planning (Environmental Impact Assessment) Regulations 2011

The Mayor's London Plan: July 2011: 3.18, 5.2, 5.3, 5.7, 5.21, 6.13, 7.4, 7.6, 7.14, 7.15, 7.19.

Relevant Local Plan Core Strategy Policies: CSNPPF, CS1, CS5, CS7, CS9, CS10, CS13.

Relevant Local Plan Development Management Policies: DM01, DM02, DM03, DM04, DM06, DM13, DM16, DM17.

ii) The proposal is acceptable for the following reason(s): The proposed new building, alterations to the main school and associated alterations to the site would result in a suitable addition to the school complex that would respect the character and appearance of this part of the Borough. The proposals would not impact detrimentally on the residential amenity of neighbouring residents and users. The new building would provide improved facilities to existing and future pupils and staff and will help ensure that there are sufficient school places for the residents of the Borough. The proposals are acceptable on highways grounds.

iii) In accordance with paragraphs 186 and 187 of the NPPF, the Council takes a positive and proactive approach to development proposals, focused on solutions. The Local Planning Authority has produced planning policies and written guidance to guide applicants when submitting applications. These are all available on the Council's website. A pre-application advice service is also offered. The Local Planning Authority has negotiated with the applicant / agent where necessary during the application process to ensure that the proposed development is in accordance with the Council's relevant policies and guidance.

iv) In this case, formal pre-application advice was sought prior to submission of the application.

2. The CMP required by condition 16 must address any pollution issues that may arise during the development. Where parts of the school structure are to be demolished/disassembled and re-built as part of the proposed plans, there is a possibility that Asbestos may be uncovered. Appropriate measures for dealing with asbestos will need to be covered in the CMP. Mitigation methods to reduce the effects of dust on the children on attending the school during term time will need to be established. In conjunction with this, consideration needs to be given to the mitigation of dust which may affect local residents during term time and the school holidays.

3. In complying with the contaminated land condition parts 1 and 2:

Reference should be made at all stages to appropriate current guidance and codes of practice. This would include:

- 1) The Environment Agency CLR & SR Guidance documents;
- 2) Planning Policy Statement 23 (PPS 23) - England (2004);
- 3) BS10175:2001 Investigation of potentially contaminated sites - Code of Practice;
- 4) Guidance for the safe development of housing on land affected by contamination, (2008) by NHBC, the EA and CIEH.

Please note that in addition to the above, consultants should refer to the most relevant and up to date guidance and codes of practice if not already listed in the above list.

4. Highways informatives:

If the development is carried out it will be necessary for any existing redundant vehicular crossover(s) to be reinstated to footway level by the Highway Authority at the applicant's expense. You may obtain an estimate for this work from the Environment, Planning and Regeneration Directorate, Building 4, North London Business Park (NLBP), Oakleigh Road South, London N11 1NP.

Section of Nether Street between Bollards Lane to Dollis Road is part of Traffic Sensitive Route from 8.00am-9.30am and 4.30pm-6.30pm Monday-Saturday.

For construction works adjacent to the public highways, the applicant must contact the council's First Contact on 0208 359 2000 for any necessary Highways Licenses.

Any details submitted in respect of the Demolition and Construction Management Plan above shall control the hours, routes taken, means of access and security procedures for construction traffic to and from the site and the methods statement shall provide for the provision of on-site wheel cleaning facilities during demolition, excavation, site preparation and construction stages of the development, recycling of materials, the provision of on-site car parking facilities for contractors during all stages of development (Excavation, site preparation and construction) and the provision on site of a storage/delivery area for all plant, site huts, site facilities and materials and a community liaison contact and precautions to minimise damage to trees on or adjacent to the site.

The London Plan promotes electric vehicle charging points with 20% active and 20% passive provision and should be provided. The parking layout should include provision of electric charging points for all elements of the development.

In accordance with Transport for London's recommendations adequate shower and changing facilities should be provided for cyclists on site.

1. MATERIAL CONSIDERATIONS

National Planning Policy Framework

The Mayor's London Plan: July 2011: 3.18, 5.2, 5.3, 5.7, 5.21, 6.13, 7.4, 7.6, 7.14, 7.15, 7.19.

Relevant Local Plan Core Strategy Policies: CSNPPF, CS1, CS5, CS7, CS9, CS10, CS13.

Relevant Local Plan Development Management Policies: DM01, DM02, DM03, DM04, DM06, DM13, DM16, DM17.

Relevant Planning History:

Application Reference:	F/02774/09
Case Officer:	Fabien Gaudin
Proposal:	Retention of single storey building used as a classroom.
Stat Start Date	18/08/2009
Application Type	APF
Decision	AP
Decision Date	18/09/2009

Application Reference:	F/01283/11
Case Officer:	Neetal Rajput
Proposal:	Erection of a single storey infill extension to create 2no additional classrooms.
Stat Start Date	04/04/2011
Application Type	APF
Decision	APC
Decision Date	11/05/2011

Application Reference:	F/02771/08
Case Officer:	Junior C. Moka
Proposal:	Construction of a new two storey lift shaft with new accessible lift.

Stat Start Date	30/07/2008
Application Type	APF
Decision	APC
Decision Date	19/09/2008

Application Reference:	C03809E/03
Case Officer:	Laura Knight
Proposal:	Installation of new gate fronting Moss Hall Grove and new pedestrian walkway.
Stat Start Date	09/06/2003
Application Type	APF
Decision	APC
Decision Date	28/07/2003

Consultations and Views Expressed:

Neighbours Consulted: 519 Replies: 9
 Neighbours Wishing To Speak 2

The objections raised may be summarised as follows:

- impact on traffic, access and parking
- a driveway should be provided within the school for drop off and pick ups
- pavement is damaged because of tree roots
- scale and appearance
- loss of amenity including loss of light, overlooking and loss of privacy
- noise and disturbance
- use of buildings for school hires
- CPZ should be extended

Internal /Other Consultations:

Environment Agency – no response
 Traffic and Development (F&GG) – no objection
 Environmental Health – no objection
 Sport England – no response
 Transport for London – no objection

Date of Site Notice: 21 February 2013

2. PLANNING APPRAISAL

Site description:

Moss Hall School is a 3 form entry primary school (Infants and Juniors). There are several entrances to the schools. The Infant school has two entrances on Moss Hall Grove. The Junior school has pedestrian entrances onto Moss Hall Grove and Essex Park. The site is surrounded by residential properties with the exception of Morasha Jewish Primary school to the north of the site.

Proposals:

The application seeks permission for the expansion of the Infant and Junior schools from a 3 Form Entry to a 4 Form Entry. The expansion would include:

Infant school

- main entrance area extension
- 1 classroom extension
- 2 classroom new building
- new dining hall annexe
- relocation of the existing unit

Junior school

- demolition of the defective wing and replacement with 2 storey extension
- provision of MUGA area
- additional cycle spaces
- 2 class mobile unit as temporary accommodation for the duration of the construction works.

The school currently has 690 (303 pupils in Infant School and 387 pupils in Junior School). Typically a 3FE school would accommodate 630 pupils, however currently the school is accommodating additional 60 pupils. The proposal is to increase the number of pupils to 840 (4FE) which means provision of 150 pupil places in addition to the extra 60 pupils already in existence. 11 additional staff are proposed. There will be a net increase of 5 classrooms as a result of the development.

Background:

The Corporate Plan 2012-2013 has a corporate priority of 'Sharing opportunities, sharing responsibilities' that has a strategic objective of "ensuring that every school is a good school for every child", under which the Council will 'ensure sufficient primary and secondary school places are available to meet demand by delivering a programme of permanent and temporary expansions'

Ensuring there are sufficient school places is also a key component of the Barnet Children and Young People's Plan 2010/11 – 2012/13. Furthermore, as a Local Authority, the Council has a statutory duty to offer a school place to every child of school age in the Borough who requests one.

Barnet's projected population for the next ten years will increase and change existing communities. There will be a marked increase in the number of children aged between 5-14 years old.

There is currently a high volume of demand for school places in the borough both at Primary and Secondary level. The Council is investing in Primary Schools to increase capacity in order to meet the rising demand.

Principle of expansion:

Educational uses have been highlighted by the Secretary of State for Communities and Local Government as a priority. National policy states that "Local planning authorities should: give great weight to the need to create, expand or alter schools". (NPPF: paragraph 72)

The Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. The NPPF advises that local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education.

Core Strategy Policy CS10 (Enabling Inclusive and Integrated Community Facilities and Uses) states that the council will work with our partners to ensure that community facilities including schools are provided for Barnet's communities. The policy states that the Council will ensure that our programmes for capital investment in schools and services for young people address the needs of a growing, more diverse and increasingly younger population.

Development Management Policy DM13 (Community and education uses) of the Adopted Local Plan states that educational uses should be located where they are accessible by public transport, walking and cycling, preferably in town centres or local centres. New community or educational uses should ensure that there is no significant impact on the free flow of traffic and road safety. New community or educational uses will be expected to protect the amenity of residential properties.

The current application has been submitted as part of the Council's programme for capital investment in schools. It is considered that the site is large enough to accommodate the additional pupils and staff without causing harm to the amenity of neighbouring residential properties. The principle of expansion on this site is supported.

Impact of character and amenities of the area:

Development Management Policy DM01 relates to protecting Barnet's character and amenity. It states that all development should represent high quality design which demonstrates high levels of environmental awareness and contributes to climate change mitigation and adaptation. It further states that development proposals should be based on an understanding of local characteristics and should preserve or enhance local character and respect the appearance, scale, mass, height and pattern of surrounding buildings, spaces and streets.

National guidance makes it clear that good design is indivisible from good planning and a key element in achieving sustainable development. It makes it clear that design which is inappropriate in its context, or which fails to take the opportunities available for improving the character and quality of an area should not be accepted. The statement also points out that although visual appearance and the architecture of buildings are factors in achieving high quality design, securing high quality design goes far beyond aesthetic consideration. It then makes it clear that good design also involves integrating development into the existing urban form and built environment.

The proposed new buildings and extensions to the schools have been designed to take into account the existing school buildings. Their height is comparable to the height of the existing buildings. Although the proposed design is relatively simple, it is considered that it fits the purposes of the building and reflects its use as an educational facility. The appearance and use of materials would complement the existing school complex and preserve the local character of this part of the Borough.

The proposed MUGA would be located to the east of the existing playing field and adjacent to the existing hard standing area in a part of the site already used for outdoor sporting activities. The MUGA will not be fenced or floodlit and would therefore preserve the openness of this part of the site. Its impact on the character and appearance of the site is considered acceptable. The provision of the MUGA in this part of the site would result in the relocation of some play equipment and planters that will be relocated within the site.

Development Management Policy DM01 states that development proposals should be designed to allow for adequate daylight, sunlight, privacy and outlook for adjoining and potential occupiers and users. Due to the siting of the new building and extensions to the existing school away from neighbouring properties, it is not considered that the proposals would have a demonstrable harmful impact on the daylight, sunlight, privacy and outlook of neighbouring residents and users. The overall proposals would provide improved standards of accommodation for existing and future pupils and staff.

Most extensions are located within the school complex with no or little visibility from neighbouring residential properties. The closest building to a residential property would be the proposed two storey building for the Junior school. The closest residential property to this new building is Bramley Cottage. The garden of Bramley Cottage backs onto this part of the school site. The new two storey building would replace an existing single storey structure between 3.7 and 4.1 metres high. The building would be between 6.6 and 7.6 metres high and set away between 4.5 and 7 metres from the boundary of Bramley Cottage. The applicant has provided a Shadow Analysis which provides details of the impact of the proposals on surrounding properties. It is considered that the proposed building by reason of its height and distance away from the boundary with Bramley Cottage would not have a significantly detrimental impact on the residential amenity of its occupiers that would warrant refusing the application. A toilet window proposed on the elevation facing Bramley Cottage, a condition is required to ensure that this remains kept shut and obscure glazed to prevent overlooking.

Lighting is proposed around the school buildings. A condition is recommended to obtain details of any lighting to be installed onto any parts of the new buildings/extension before their installation.

None of the trees on site are protected. Standard landscaping planning conditions are recommended to ensure a satisfactory appearance of the development.

Development Management Policy DM16 (Biodiversity) states that when considering development proposals the council will seek the retention and enhancement, or the creation of biodiversity. The applicant has provided a biodiversity survey which concludes that the development proposals will have no impact on any of the habitats present. No further surveys or mitigation is required.

Highways issues:

The Council's highways officers support the application. The following is a summary of their assessment:

Parking Provision:

The Schools currently have 44 parking spaces in total including 2 disabled parking spaces comprising as follows:

- 8 parking spaces plus 1 disabled parking space at the Infant School.
- 34 parking spaces plus 1 disabled parking space for the Junior School.

There are no proposals by the school to increase the parking provision. However, it is proposed in the Transport Assessment that the small increase in the number of staff members will be offset by the measures and initiatives that are to be implemented as part of the new School Travel Plan. In addition increased level of cycle parking is proposed to encourage travel by non car mode.

Presently, the parking by the parents/guardians during the drop off and pick up time for the Infant school takes place in Moss Hall Grove and for the Junior School place in Essex Park. This is likely to continue.

There are School Keep Clear markings in place at the pedestrian and vehicular accesses in Moss Hall Grove, Nether Street and Essex Park to ensure that the accesses are not obstructed.

Cycle Parking Provision:

There are 20 cycle parking places available at present. An additional 80 cycle parking spaces are proposed.

Vehicular/Pedestrian Access Arrangements:

Infant School: There are 2 vehicular accesses from Moss Hall Grove to the infant school with School Keep Clear Marking at the entrances. The main pedestrian access is from Moss Hall Grove. There is a pedestrian refuge close to the pedestrian entrance.

Junior School: The vehicular access into the junior school is from Nether Street. The entrance to the school has School Keep Clear Markings in place and there are waiting restrictions in place on Nether Street in the vicinity of the school entrance. The main pedestrian access for the Junior School is from Essex Park with School Clear Markings in place. Parents are observed stopping in Essex Park to drop off/pick up children from Junior School. A Zebra Crossing is in place on Nether Street in close proximity to the junction with Courthouse Gardens.

Trip Generation:

Policy DM17 (Travel impact and parking standards) states that in considering planning applications for new development, the council will require developers to submit a full Transport Assessment (as defined by Department for Transport threshold) where the proposed development is anticipated to have significant transport implications in order to ensure that these impacts are considered. A Transport Assessment has been submitted with the application.

The Transport Assessment (TA) was prepared by URS for Mouchel and the assessment on likely trip generation is as follows based on December 2011 survey data.

The net difference in vehicular trip generation indicate an increase of approximately 26 car born trips and associated parking activity which can be accommodated on the existing road network in the vicinity of the development. However, there is a significant proposed increase in pedestrian trips which would benefit from an improved crossing facility. The existing pedestrian refuge in Moss Hall Grove could be upgraded to a pedestrian refuge to a Zebra Crossing subject to meeting the criteria for the provision of a Zebra Crossing.

Highway impact Assessment:

The consultants carried out a highway impact assessment of the proposed development on the local highway network. The following junctions located within the study area were assessed for both 2014 and 2019 with and without the proposed school expansions.

- Main School Vehicular Access/Nether Street Junction
- Moss Hall Grove/Nether Street Junction

The result of the assessment indicates that the main site access junction is projected to operate well within capacity with the development traffic added. A maximum Ratio of Flow to Capacity (RFC) of 0.029 is reached during the AM peak in 2019 with development flows.

The result of the assessment indicates that Moss Hall Grove/ Nether Street junction is projected to operate well within capacity with the development traffic added. A maximum RFC of 0.423 is reached during the AM peak in 2019 with development flows.

The assessment above indicates that projections for both of the junctions show that they are likely to operate well within capacity with the additional development traffic under 2019 conditions.

Personal Injury Accidents: No accident trends or patterns were observed in the vicinity of the school which are likely to be exacerbated by the expansion of the school.

Public Transport Accessibility (PTAL): The PTAL Score for the site is calculated using Transport for London model as 3 which is considered as a medium accessibility level.

School Travel Plan: A full School Travel Plan will need to be provided. This is conditioned.

The likely impact of school proposals on parking on roads in the vicinity of the school:

Based on the trip assessment provided in TA the proposed expansion is likely to generate the following additional vehicular trips.

Staff Vehicular Trips:

Additional 5 vehicular staff trips during the Am peak and 5 vehicular staff trips during the PM peak are indicated in the TA. This could result in 5 additional staff cars that seeking parking on roads in the vicinity of the school. Waiting restrictions will be introduced to mitigate any adverse impact on roads in the vicinity of the school as a result of vehicles parking injudiciously, causing obstruction and affecting highway and pedestrian safety.

Parent/Guardian Vehicular Trips:

22 parent/guardian vehicular trips during the drop off time in the morning and 22 trips during the Afternoon pickup time are predicted.

The application is recommend for approval on highway grounds subject to conditions.

Environmental Considerations

Environmental Health officers have not raised objections to the proposals.

Noise

The final design from the contractor has not been obtained yet and it is not know whether any additional plant will be installed. Planning conditions are recommended if it is decided that plant for ventilation and extraction equipment are required.

Fencing – The average height of the existing panel fencing around the site is *'approx 1.4 m (fencing between new 2 storey wing - Junior school and Bramley Cottage. Panel fence between 2 classroom building - Infant school and neighbouring property is 1.8 m high)*

Environmental Health officers' main concern is that additional noise will be caused by the increase in pupil numbers during break times. It is difficult to predict exactly what the noise levels will be in the gardens and at the facades of the neighbouring residential properties. When setting criteria for plant (machinery and equipment) LB Barnet's accepted requirement is for noise levels to be 5dB below background level (or 10dB below if there is a distinguishing feature to the noise). This is usually sufficient to prevent the noise from being heard. However there are no specific criteria for the noise of children at schools. It is hard to assess noise from children playing as the noise levels are not constant like a machine – the noise varies and there are peaks.

It would therefore be advisable to have some form of wooden fencing (approx. 2m high) where a neighbouring residents land directly adjoins the school to reduce the noise levels. A Planning condition has been recommended.

Contaminated land

The reports submitted with the applicaiton highlights that a sample was carried out which found the presence of Amosite Crocidolite (WSMHS4 at 0.6m depth). The Mouchel report is not an assessment of the risks to human health but an assessment of hazardous properties to inform correct waste disposal and the guidance and thresholds that are referred to in this report relate to waste disposal. Environmental Health officers have recommended that planning conditions be attached in order to protect workers during the development, local residents and the end users.

Construction Management Plan

Environmental Health officers have recommended that a Construction Management Plan (CMP) is carried out and submitted prior to any works being carried out. Where parts of the school structure are to be demolished / disassembled and re-built as part of the proposed plans, there is a possibility that Asbestos may be uncovered. The CMP will address any pollution issues that may arise during the development.

As with all construction projects, dust will inevitably be produced on site. Mitigation methods to reduce the effects of dust on the children on attending the school during term time will need to be established. In conjunction with this, consideration needs to be given to the mitigation of dust which may affect local residents during term time and the school holidays.

Raw material deliveries may cause disruption/congestion within the area. Deliveries should be arranged to minimise disruption to the area and should avoid being carried out during unsociable hours to avoid night time disturbance. In addition to this the contractors / consultants plan should incorporate previous findings from the ground investigation and Geotechnical design report (March 2013) and the unexploded bomb survey.

Sustainable Design and Construction

The applicant has provided a renewable energy feasibility report. The report demonstrates how the targets for carbon dioxide emissions reduction are to be met within the framework of the energy hierarchy. The building has been designed to achieve a BREEAM rating of Very Good and 25% of CO2 reduction over the 2010 Building Regulations. The scheme incorporates renewal energy technology in the form of PV panels. Sustainability is also considered in the selection of materials, building services, lighting systems and controls and use of water.

Environmental Impact Assessment Regulations:

The development for which consent is sought is not considered to be of a description identified in Schedule 1 of the Regulations (Town and Country Planning (Environmental Impact Assessment) Regulations 2011). However, the development is considered to be of a description identified in column 1 of Schedule 2 of the Regulations. The development described in the submission is deemed to fall within the description of 'urban development projects'. The site identified in the plans accompanying the application is not considered to be in or partly in a sensitive area as defined in Regulation 2. As a development falling within the description of an urban development project, the relevant threshold and criteria in column 2 of Schedule 2 of the Regulations is that the area of development exceeds 0.5 hectares. The area of development identified in the information submitted exceeds this threshold. The proposal is therefore Schedule 2 development.

The characteristics, location and the impacts of the development proposed are described in detail in other sections of this report and so are not repeated here. Having considered the characteristics of the development, the location of the development and the characteristics of the potential impacts of the proposal (the criteria set out in Schedule 3 of the Regulations) it is concluded that in each of these respects and taken in totality the proposal would not be likely to give rise to significant effects on the environment in the sense intended by the Regulations. It is

considered that the proposal is not a major development which is of more than local importance, is not a proposal situated in (or partially within) a particularly environmentally sensitive or vulnerable location and is not a development with unusually complex or potentially hazardous environmental effects. This is considered to support further the conclusion that the proposal would not be likely to give rise to significant effects on the environment in the sense intended by the Regulations.

Taking account of the criteria set out in Schedule 3 of the Regulations and all other relevant factors it is considered that the development described in the information accompanying the application would not be likely to have significant effects on the environment, in the sense intended by the Regulations. Therefore an Environmental Impact Assessment is not necessary and an Environmental Statement, in line with the Regulations, is not required to be submitted with the application.

3. COMMENTS ON GROUNDS OF OBJECTIONS

Planning and highways matters are covered in the above appraisal. Concerns relating to out of hours activities are noted and a condition have been recommended.

4. EQUALITIES AND DIVERSITY ISSUES

The proposals do not conflict with either Barnet Council's Equalities Policy or the commitments set in our Equality Scheme and supports the council in meeting its statutory equality responsibilities. The proposals have been designed to be accessible by disabled people in line with Development Management Policy DM03.

5. CONCLUSION

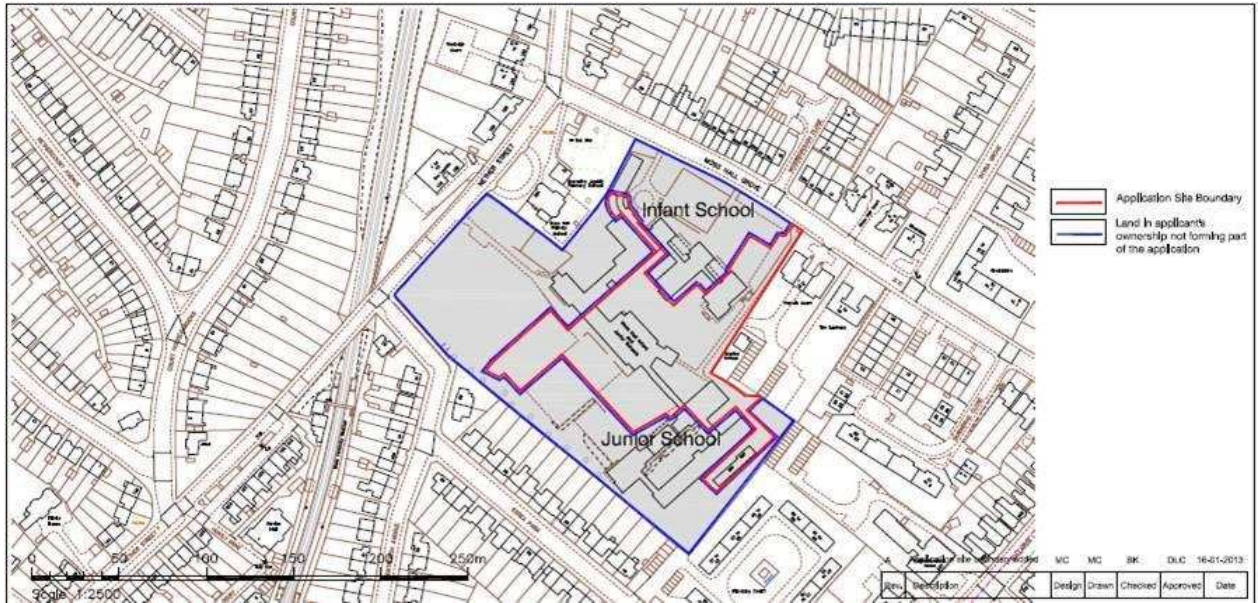
The proposed new buildings, alterations to the main schools and associated alterations to the site would result in a suitable addition to the school complex that would respect the character and appearance of this part of the Borough. The proposals would not impact detrimentally on the residential amenity of neighbouring residents and users. The new building would provide improved facilities to existing and future pupils and staff and will help ensure that there are sufficient school places for the residents of the Borough. The proposals are acceptable on highways grounds. **APPROVAL** is recommended.

SITE LOCATION PLAN:

**Moss Hall School, Moss Hall Grove, London, N12
8PE**

REFERENCE:

F/00569/13



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