

LOCATION: Vicarage And Phase 6A, Stonegrove and Spur Road Estate,
Edgware, HA8 8BT

REFERENCE: 14/07419/RMA **Received:** 17 November 2014
Accepted: 03 December 2014

WARD(S): Edgware **Expiry:** 04 March 2015

Final Revisions: 16/02/2015

APPLICANT: Barratt London

PROPOSAL: Reserved Matters Application (scale, appearance and landscaping) for the erection of 14 houses and a replacement vicarage within Character Zone 6a pursuant to outline planning permission ref: W13582E/07 dated 06/10/08 as renewed by planning permission ref: 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 remainder of the development have already been approved across all of the Character Zones identified by the masterplan as well as for the erection of a new church and community building.

This application represents the last reserved matters application for the site.

Reserved Matters Proposals for Phase 6a

Barratt London have submitted a reserved matters application for the scale, external appearance and landscaping for Phase 6a of the Stonegrove regeneration. This phase represents the last phase of the regeneration and will deliver 14 new homes as well as a replacement vicarage. In relation to the Stonegrove development as a whole following this consent reserved matters approval would have been granted for all 937 residential units.

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 is considered to be appropriate matching the design of properties approved elsewhere in the estate 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 Phase 6a include a number of adjustments in relation to the layout of the masterplan. The masterplan previously envisaged the location of the relocated church on this plot along with houses along the northern and eastern boundaries. The church is now being provided in the form of a combined church and community building to the north east of the current application site, and as a result of this change the layout of the proposed houses is altered to follow an east west axis with a the detached vicarage being located in the top north eastern corner facing the consented church and community centre diagonally across Lacey Drive. Other alterations include the provision of three storey houses along both the eastern and western terraces while the previously approved plans proposed a mixture of two and three storey houses. 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 Phase 6a 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 phase 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:

MLUK/305/P7/001,
MLUK/305/P7/100,
MLUK/305/P7/101,
MLUK/305/P7/102,
MLUK/305/P7/300,
MLUK/305/P7/110,
MLUK/305/P7/120,
MLUK/305/P7/130A,
MLUK/305/P7/140A,
MLUK/305/P7/340,
MLUK/305/P7/SK/150213
443.701,
443.71 and

Arboricultural Impact Assessment by Treework Environmental Practice dated 10 November 2014

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 this phase 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) Depth of window reveals to a minimum depth of 215mm;

- (ii) Decorative brickwork around windows and on the ground floor;
- (iii) Rainwater goods;
- (iv) Roof parapets;
- (v) Details of proposed cross to Vicarage including details of mounting.

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 the development 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 of this phase 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. **Tree Method Statement**

No site works or works on this development shall be commenced before a dimensioned tree protection plan in accordance with Section 5.5 of British Standard BS5837: 2012 *Trees in relation to design, demolition and construction - Recommendations* and a method statement detailing precautions to minimise damage to trees in accordance with Section 6.1 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 D12 and D13 of the Barnet UDP 2006 and policy 7.21 of the London Plan 2011.

8. **Cycle Parking**

Before the development hereby permitted is occupied the cycle parking spaces shown on Drawing No. MLUK/305/P7/100 shall be provided in accordance with the submitted details and retained as such thereafter

Reason:

To ensure that satisfactory cycle parking provision is provided 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 **Landscaping Details**

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).

10 **Landscaping Implementation**

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.

11 Landscaping Maintenance

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.

INFORMATIVE(S):

- 1 The applicant is reminded that the conditions and planning controls in the outline permission W13582E/07 dated 06/10/08 as renewed by planning permission ref: H/03635/11 dated 07/12/11 for the redevelopment of the Stonegrove and Spur Road Estate are still relevant and must be complied with. There are also conditions that require to be discharged prior to the occupation of the development.
- 2 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.
3. The applicant is advised that the maximum width of crossover allowed is 4.8m
4. Refuse collection points should be located with 10 metres of the Public Highway.
5. The applicant is also advised that the development is located in close vicinity of the Transport for London Road Network (TLRN) and a Strategic Road Network (SRN) and is likely to cause disruption. The Traffic Management Act (2004) require 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 the public highway and would require TfL's approval before works can commence.
6. The costs of any associated works to the public highway, including reinstatement works, will be borne by the applicant and may require the

Applicant to enter into a rechargeable agreement or a S278 Agreement under the Highways Act 1980.

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

1. MATERIAL CONSIDERATIONS

1.1 Key Relevant Planning Policy

National Planning Policy Framework

National planning policies are set out in the National Planning Policy Framework (NPPF). This 65 page document was published in March 2012 and it replaces 44 documents, including Planning Policy Guidance Notes, Planning Policy Statements and a range of other national planning guidance. The NPPF is a key part of reforms to make the planning system less complex and more accessible.

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

The replacement London Plan was adopted on 22nd July 2011 and provides the strategic planning guidance and policies for the capital. It promotes sustainable growth and environmentally responsive development.

Relevant policies:

Policy 3.3 Increasing Housing Supply

Policy 3.5 Quality and design of housing developments

Policy 3.8 Housing Choice

Policy 3.18 Education facilities

Policy 5.3 Sustainable design and construction

Barnet Core Strategy (Adopted 2012)

The Planning & Compulsory Purchase Act 2004 reformed the development plan system replacing the Unitary Development Plan (UDP) with the Local Development

Framework (LDF). The LDF will be made up of a suite of documents including the Core Strategy and Development Management Policies DPD.

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

The following policies are relevant:

CS 1 Barnet's Place Shaping Strategy - The Three Strands Approach

CS 4 Providing Quality Homes and Housing Choice in Barnet

CS 5 Protecting and enhancing Barnet's character to create high quality places.

Development Management Policies DPD (Adopted 2012)

DM01 Protecting Barnet's character and amenity

DM02 Development standards

DM04 Accessibility and inclusive design

DM04 Environmental considerations for development

DM08 Ensuring a variety of sizes of new homes to meet housing need

DM17 Travel impact and parking standards

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	Approved 6 th October 2008 after completion of a S106 agreement

		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.	
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 19 th 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 planning permission reference W13582E/07 dated 06/10/2008.	Approved 18 th February 2010
H/00433/11	Development Phase 2 (comprising part of Character Zones 2 and 4), Stonegrove and	Reserved matters application seeking approval for scale, external appearance and landscaping in relation to Development Phase 2 (comprising part of Character	Approved 16 th March 2011

	Spur Road Estates, Edgware, HA8	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.	
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	Reserved matters application	Approved

	Spur Road Estates, Edgware, London	seeking approval for scale, external 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.	23rd October 2012.
H/00233/13	Stonegrove and Spur Road Estates, Edgware, London	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.	Approved 22nd April 2013.
H/01379/14	Stonegrove and Spur Road Estates, Edgware, London	Reserved Matters Application (scale, appearance and landscaping) for combined Community Centre and Church Building within Character Zone 2 pursuant to outline planning permission ref: W13582E/07 dated 06/10/08 as renewed by planning permission ref: H/03635/11 dated 07/12/11.	Approved 1 st May 2014.
14/07293/CON	Stonegrove and Spur Road Estates, Edgware, London	Submission of details of condition 2 (Design Codes) pursuant to planning permission H/03635.11 dated 07/12/2011.	Under Consideration

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 in relation to the current phase

- (i) 843 Flyers posted to local residents
- (ii) A Public Exhibition was held on Thursday 6th November 2014;
- (iii) Members of the design, planning, development and consultation team attended exhibition.
- (iv) Feedback forms provided for comment. Comments are listed below.

Public Exhibition

A public exhibition was held at the Edgware Green Marketing Suite on Thursday 6th November 2014 between 4.30pm – 8.30pm.

41 people signed in to the exhibition nine of whom completed feedback forms The comments can be summarised as follows:

- (i) Praise for the design and siting of the proposed house and vicarage;
- (ii) Location of vicarage in relation to church and wider development welcomed
- (iii) Cross on vicarage welcomed;
- (iv) View expressed that paving slabs rather than tarmac will be used;
- (v) Treatment of levels successful and will provide good public space.
- (vi) No need for cross on building, should be removed and replaced with small parish sign.

1.4 Public Consultation and views Expressed:

Consultations and Views Expressed:

Neighbours Consulted: 344 Replies: 0
Neighbours Wishing 0
To Speak

Internal /external and Other Consultations:

Highways

No objections subject to the attachment of appropriate conditions.

Environmental Health

No objections subject to the attachment of appropriate conditions.

Metropolitan Police

The developer has met with the police to discuss the scheme, detailed advice given and the developer advises that scheme will meet Secured by Design Standards.

English Heritage Archaeology

No objections raised, or conditions requested.

London Fire and Emergency Planning Authority

The Fire Brigade is satisfied with the proposals.

Hertsmere Borough Council

No Objections raised.

2. PLANNING APPRAISAL

Background:

Application W13582E/07 for the redevelopment of Stonegrove and Spur Road Estates was heard at the Planning and Environment Committee on the 3rd March 2008. The application was approved by Members subject to the completion of a Section 106 legal agreement which was subsequently signed on the 6th October 2008.

The planning consent for the regeneration of Stonegrove and Spur Road Estates is a hybrid planning permission comprising of detailed planning permission for Zone 1 and outline consent for the remainder of the development (Zones 2-8). The approved regeneration 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. The application also proposes works to the existing roundabout junctions on Spur Road at the A41 Edgware Road/A410 Spur Road roundabout and Canon's Corner roundabout

Reserved Matters have been approved for all of the principal character zones within the Masterplan as well as the Church/ Community Centre. The current application providing 14 houses and a replacement vicarage located between Kings Drive and Lacey Drive is the last reserved matters permission pursuant to the outline application.

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.

The Phase 6a Site

The application relates to the provision of 14 houses and a vicarage, located on the eastern edge of the site, located between Lacey Drive, Kings Drive and Green Lane. The site is currently occupied by the Marketing Suite Building for the Stonegrove. The site is adjoined by residential properties in Academy Lane to the North and diagonally opposite to the north west the proposed church and community building.

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.

The Phase 6a Development

The application proposal involves the erection of 14 houses in the form of two terraces along the eastern and western edges of this plot. The properties along the eastern boundary with Green Lane are split into two pairs of semi-detached houses with a short terrace of four houses in the centre. Along the western boundary a longer terrace of 6 houses is proposed with the proposed vicarage forming a separate detached dwelling in the north western corner of the site. . The proposed properties including the vicarage are three storey in height, however on the western elevation due to differences in ground level, the proposed dwellings are accessed at first floor level and as such are only 2 storeys in height facing the road. The houses

are well set back from the road particularly on the southern and western edges, allowing for a landscaped buffer to be provided.

3. PLANNING APPRAISAL

3.1 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 was submitted as part of one of a previous reserved matters application (H/02475/12) to determine whether a new EIA was required for changes to the masterplan. The screening request collectively screened all of the remaining character zones within the development, including the Church and Community Building which is the subject of this application and as such no further screening is required for the current application.

3.2 Compliance with Parameters of the Outline Planning Permission

The submitted reserved matters application has been prepared in accordance with the development parameters established by the outline planning permission which are set out in a number of approved drawings and documents. The current reserved matters submission is assessed against the relevant parameters below.

Phasing

The proposal is in general accordance with the approved Masterplan phasing plan.

Development Heights

The approved masterplan envisaged the erection of two storey houses fronting Green Lane to the East and 3 storey houses along the northern edge fronting the apartments and houses in Academy Lane to the north (Zones 5b and 7). The current application has altered the layout of the phases so that all houses are 3 storeys in height and building on an east west axis. Due to the changes in levels the properties on the western edge are accessed at first floor level at the front (Lacey Drive) and as such will visually read as two storey properties when viewed from this direction and a full three storeys when viewed at the rear.

Due to the location of the properties fronting Green Lane to the East and Kings Drive to the South it is not considered that the alterations to the approved heights would raise any significant urban design or neighbouring amenity implications and would provide a visual coherence to the proposed dwellings.

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.

All of the proposed affordable units have been built out in earlier phases, and the current proposal is for 14 four bedroom private sale houses and 1 four bedroom vicarage. Including the vicarage the total number of consented properties in the Stonegrove Estate would be 937 which accords with the outline permission.

Tree Protection

Due to the changes in site layout, the proposed houses are set further away from retained trees than the position shown on the indicative masterplan approved at outline stage. Due to these changes several trees which were previously indicated as to be removed are now retained. These changes are welcomed and it is considered that the proposal can be considered in broad accordance with the parameters of the outline planning approval in this regard.

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.

This includes the provision of a central avenue (Lacey Drive) connecting from Stonegrove (A5) in the west via Kings Drive to Green Lane to the east. As well as the provision of non-adopted residential streets within the phases which are designed as 'shared surfaces' to encourage a pedestrian friendly environment.

In relation to the layout of the proposed houses a number of adjustments have been made to the approved masterplan layout. The masterplan previously envisaged the location of the relocated church on this plot along with houses along the northern and eastern boundaries. The church is now being provided in the form of a combined church and community building to the north east of the current application site, and as a result of this change the layout of the proposed houses is altered to follow an east west axis with a the detached vicarage being located in the top north eastern corner facing the consented church and community centre diagonally across Lacey Drive.

Use

The Masterplan Uses Plan approved as part of the Outline consent illustrated the land and building uses across the Masterplan. The land the subject of the current application was originally indicated as containing the residential uses as well as church community uses. The church and community uses are now being provided diagonally across Lacey Drive, and only residential uses are proposed on this parcel of land. An increased area of public open space is provided around these residential properties on three sides. Given that the changes to the location of the church and community uses have already been granted under previous consents the application as proposed is considered in broad accordance with the approved Uses Plan as amended.

3.3 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 in relation to the proposed houses and vicarage within Phase 6a.

Phase 6a

The development in Phase 6a is built out on an east west axis, with two lines of terraces running parallel to the site's eastern and western edges, lining up with the building lines of the properties currently being constructed to the north of the site.

In relation to the properties on the eastern edge facing Green Lanes a total of 8 properties are proposed in the form of 2 pairs of semi-detached houses at the northern and southern end with a short terrace of four properties in the middle. The design of both the semi-detached and the terrace houses is otherwise identical in regards to their design facing the road, although additional windows are added on the side elevations of the semi-detached houses to the north and south, in order to provide visual interest and a degree of natural surveillance.

The proposed four bedroom houses (both semi-detached and terraced) have mono-pitched roofs with a brick parapet to the front allowing the roof volume is used to allow the master bedroom a taller floor to ceiling height on the top floor. The houses on the eastern frontage are accessed from ground floor level.

On the western elevation a line of six terraced four bed houses facing Lacey Drive. Similarly to the semi-detached houses on the eastern frontage windows are added to the southernmost houses on this elevation in order to provide visual interest and a

degree of natural surveillance. The roof form of the houses similarly incorporates mono pitched roofs with raised brick parapets at the front allowing increased ceiling heights in the master bedroom. Due to the changes in site level, level access to these houses is provided at first floor level, a sunken courtyard provided at the front at ground floor level, which also leads through to the garden at the rear.

All of the houses will be finished in a light buff brick, similar to the consented houses in Kings Lane. 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.

Vicarage

The proposed vicarage is located to the north of the proposed terrace to the west. The proposed vicarage is positioned so that it directly faces the proposed new church to the north-east across Lacey Drive. This property while also four bed is individually designed following discussions with the diocese and taking into account the required church standards for vicarages. The basic design, including the brickwork proposed is identical to the other houses on this phase, however the property incorporates more elaborate brickwork including on the proposed corner splay, to provide recognition and to provide a strong and distinctive urban form. The roof form of the vicarage while also incorporating a mono pitched roof with raised raised brick parapet, slopes downwards from the north western corner sideways in both directions to the south and east and also to the rear of the property. This roof form in addition to the decorative brickwork provides a visual prominence to the corner of the building facing the new church. The original plans for the vicarage prior to the submission of the application proposed a cross at roof level formed by the use of recessed brickwork. Following further consideration the applicant has decided against the incorporation of this feature to enable future flexibility in the use of the building in the event that at some time in the future it is not required for its intended purpose as a vicarage. Instead it is proposed that an external projecting wooden cross will be hung on the building. This is considered acceptable, given the use of the building proposed and could be easily removed in the event that the vicarage was later sold for private housing.

Detailed Features

The design of the houses and vicarage all utilise 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. 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 Phase 6a 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 proposed vicarage would provide a landmark corner feature appropriate to its use, located in a direct line of sight of the consented church and community centre. The materials and other key details including window reveals, brick detailing, rainwater goods etc. will be secured through condition to ensure quality.

3.4 Landscaping

This section considers the reserved matter of landscaping for Phase 6a

Protected Trees

The Phase 6a Site currently contains ten trees including seven which are protected by Tree Preservation Orders. The applicant has submitted an Arboricultural Impact Assessment with the application which notes that a protected mature oak tree has already been removed (date unknown). The Arboricultural report also recommends that a further two trees should be removed due to their poor and declining health and structural integrity. These including a mature oak tree also covered by a tree preservation order as well include a non-protected early mature sycamore tree. Replacement planting in close proximity to their original location is recommended to mitigate the loss of these three trees. These trees should have significant replacements with a minimum girth size of 50-55 cms.

The location of the proposed houses are located further away from the retained trees than the position indicated in the original masterplan. All houses and areas of hardstanding are located outside of the canopies of retained trees, which are located on the landscaped strips to the south and west of the proposed houses along with the north eastern corner of the site.

The proposal is considered satisfactory in relation to protected trees. Suitable conditions are attached regarding tree protection measures and landscaping including the proposed replacement tree planting.

Public Space

The houses are set in the centre of the plot, allowing for the retention of wide landscape strips along the western and southern boundaries along with a smaller area on the north eastern corner fronting Green Lanes providing a total of 1,650m² of

public open space within this phase. The applicant has submitted landscaped plans in their submission which proposes the following:

In relation to the vicarage clear visibility will be provided to the proposed church to the north west. Car parking to the vicarage is located to the north with planting separating trees incorporating medium sized species such as Field Maple.

On the Green Lane Frontage to the east the proposed houses are set on a level slightly higher than the road rising from north to south. The proposed landscaping plans envisage the provision of a gentle sloping lawn around the two retained mature oak trees. Further south where car parking bays are being provided, the bays will be framed by beech hedging with steps and ramp provided to the level pathway running in front of the houses. The threshold to each house will be defined by a low beech hedge.

On the Kings Drive Frontage to the south, a wide verge is retained incorporates mature trees with a sloping footway set against the hedge to the front of the buildings. The area will predominately be landscaped as an open lawned spaces framed by low cover planted areas comprising native species such as Ivy and Ferns.

On the Lacey Drive Frontage to the west a significant area of landscaped verge around 20m in width is retained in order to safeguard existing trees. The landscaping plans envisages additional tree planting in this location along with the establishment of low growing ground cover planted areas incorporating native species such as Ivy and Ferns similar to the Kings Drive frontage.

While the proposal does not contain any formal children's play area, the indicative landscaping drawings submitted with the application show the incorporation of door step play equipment in the western part of the phase fronting Lacey Drive which is welcomed.

Private Space

All of the proposed houses along with the proposed vicarage have substantial rear gardens. The properties along the western boundary also have sunken ground floor terraces at the front of the houses. In terms of quantity of provision, the houses on the eastern frontage with Green Lanes will have between 43.8 m² and 44.7 m² , the houses on the western frontage with Lacey Drive will have between 54.2 m² and 60.4 m² and the vicarage will have 211.2 m² of private amenity space. The proposed houses located in the western terrace facing Lacey Drive along with the two end semi-detached houses on the eastern frontage with Green Lanes have 7 habitable rooms, while the other six houses on this elevation have six habitable rooms, generating an outdoor amenity requirement of 70 m² and 85 m² respectively in line with Barnet Local Plan Policy.

While, with the exception of the vicarage, the level of provision is less than that required by Barnet Council Policy the proposed amenity space provision is similar in

quantity to other houses in the wider Stonegrove estate regeneration and would provide quality usable space for future occupiers of these family units. It is also noted that the proposed houses are surrounded by areas of public open space which will be useable by future occupiers of these houses. As such the level of provision is considered acceptable in this instance.

Materials

In relation to materials, the application proposes concrete paving to roadside footpath to match surrounding roads, proposes buff coloured asphalt with concrete textured conservation edging. Parking bays will contain concrete permeable paving with a variety of colours, with laid herringbone with soldier course on the edging of the bays. Retaining walls and steps will be constructed out of brickwork to match the proposed houses. Steps will be constructed out of Marshalls conservation textured step units. Timber will be used for all garden fences and bike sheds.

The proposed materials are considered acceptable and will be in keeping with the materials approved elsewhere on the Stonegrove redevelopment.

Conclusion for Landscaping

The proposed landscape layout and design, is considered to be acceptable and in accordance with the principles established by outline masterplan. The scheme will provide high quality public and private amenity space which will enhance the wider Stonegrove redevelopment.

3.5 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".

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 existing and future neighbouring residential properties. 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.

3.6 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

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.

The layout has been subsequently amended through the various reserved matters applications approved to date, with key changes being the provision of a central avenue (Lacey Drive) connecting from Stonegrove (A5) in the west via Kings Drive to Green Lane to the east. As well as the provision of non-adopted residential streets within the phases which are designed as 'shared surfaces' to encourage a pedestrian friendly environment.

No roads are proposed as part of the current reserved matters application with the proposed houses being built on an area of land surrounding by existing roads including Green Lane to the East, Lacey Drive to the west and Kings Drive to the south.

The transport statement explores the possibility of providing a direct pedestrian link through zones 5 & 7 to Spur Road in the north, although this does not form part of the current application and access to the Church and Community Building is limited to pedestrian access from the Stonegrove Estate with access outside the site limited to the afore mentioned approaches from the east and west.

In terms of the PTAL (Public Transport Accessibility Level), rating for the site is 1a. PTALs range from 1 to 6, with 6 representing the high level of public accessibility and 1a the lowest level of accessibility.

There are two bus routes operating nearby and these are: Route 107; 142

The nearest underground station is Stanmore which is the last stop of the Jubilee Line, located approximately 1k metres away. This distance is considered just outside of range appropriate for walking.

The site is not located within a CPZ.

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 all zones of the development and incorporated the impact into the assessment of the whole redevelopment including the Community Centre and Church Building. The TA concluded that the adjacent highway network could accommodate all traffic arising from the redevelopment.

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.

Car Parking

The application proposes 14 car parking spaces for the proposed houses and four spaces for the vicarage including one garage space and three on street parking bays.

The parking bays and garage for the Vicarage will be accessed via Academy Lane. There will be a further six unallocated parking bays for residents also accessed via Academy Lane, which will be shared surface. The remaining eight bays will be located on Green Lane and accessed directly from the highway via a dropped kerb.

The ratio of provision for the private housing is 1 space per dwelling which accords with the approved site wide parking strategy. The number of car parking spaces proposed for the vicarage exceeds the normal maximum car parking standard for a house of this size. However the number of car parking spaces proposed is necessary in this instance in order to comply with detailed Church of England guidance on the construction of new vicarages. Given that the use of the building as a vicarage is likely to result in a greater number of visitors than would be expected on a single family dwelling house. The quantity of provision is considered acceptable in this instance.

Cycle Parking

The submitted plans show secure cycle storage in the rear gardens of the all of the proposed dwellings. The cycle storage will provide 2 spaces per dwelling. In relation to the vicarage, the submitted layout plans show space for 2 cycles in addition to a car in the proposed garage. The level of cycle parking is considered acceptable. A suitable condition is attached requiring their provision prior to occupation in accordance with the submitted details.

Refuse and Recycling

The layout of the proposed houses include the provision of ginnels, allowing refuse and recycling to be stored in rear gardens which can later be brought out by residents on collection day. This is considered acceptable and similar to the arrangements on other phases.

3.7 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.

3.8 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.

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 shall be substantially in accordance with the Stonegrove and Spur Road Estate Design Statement dated August 2007 and shall include:

- (i) 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;
- (ii) 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;
- (iii) 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
- (iv) An assessment against the criteria established by Secure by Design and the Council's SPG "Designing to Reduce Crime".'

A design code has been submitted and is currently under consideration (application reference 14/07293/CON) which covers the part of the development relating to Phase 6a. 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 Phase 6a have been prepared in full accordance with the principles set out in the design code, while this application is still under consideration, the basic content of the design code submission accords with the design sections outlined above and is generally considered acceptable in substantial accordance with the wider site wide Stonegrove and Spur Road Estate Design Statement 2007.

Sustainability

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

The overall Stonegrove 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 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.

The application is accompanied by a sustainability statement advising that the development will meet the required CO² emissions specified in the wider site wide

energy strategy partly through the aforementioned CHP Plant and also through improvements to the building fabric. The proposal will meet Code for Sustainable Homes Level 3 as specified in Condition 58 of the outline approval.

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 buildings 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 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

Phase 6a will deliver 14 new houses as well as a replacement vicarage within the Stonegrove and Spur Road estates regeneration. This phase represents the last phase of the Stonegrove redevelopment.

The reserved matters of detailed design and appearance and landscaping for this phase 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 reflecting the design approach of the wider Stonegrove redevelopment whilst the scale and form of the buildings respect the surrounding residential context. 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 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 National Planning Policy Framework, 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 Phase 6a 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**.

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

REFERENCE: 14/07419/RMA

