

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

REFERENCE: 15/04371/S73 **Received:** 14 July 2015

Accepted: 15 July 2015

WARD(S): Edgware **Expiry:** 14 October 2015

Final Revisions:

APPLICANT: Barratt London

PROPOSAL: Variation of condition 1 (Plans) pursuant to planning permission H/00233/13 dated 22/04/2013 for 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. Variation included replacing the four storey apartment buildings A4 & A5, on Plots 3 and 4 respectively, with six three storey houses. Adding an additional storey of accommodation to building A2 on Plot 1 and minor adjustments to the surrounding landscape.

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.

Character Zones 3 and 8

Reserved Matters approval for Character Zones 3 and 8 was granted on the 22/04/2013 under planning application reference H/00233/13 for:

'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.'

The S73 Application

The current application is made under Section 73 of the Town and Country Planning Act 1990 which seeks planning permission to vary the approved planning condition attached to reserved matters approval H/00233/13 dated 22nd April 2013, involving the following amendments to the approved scheme.

These changes are limited to Buildings A2, A4 and A5 of Plots 1, 3, 4 which fall under Character Zone 8 of the approved Stonegrove and Spur Road Estate involving the following changes:

- i. Revision to Building A2 (within Plot 1) to include an additional storey of residential accommodation;
- ii. Replacement of four storey apartment buildings A4 and A5 (within Plots 3 and 4 respectively) with six three storey houses; and
- iii. Minor adjustments to the surrounding landscape.

No changes to the overall number of units is proposed as a result of these amendments and the phase does not affect any affordable housing units with the revised scheme still providing 22 shared ownership units and 196 homes for private sale. There will however be a slight change in the configuration of the private units and the distribution of units within the phase. As a result of the proposed amendments the scheme would provide 9 fewer 1 bed units, 5 fewer 2 bed units, 8 additional 3 bed units and 6 additional 4 bed units.

The proposed changes to the resultant buildings are considered to be acceptable in relation to the resultant design and appearance of the building, being similar in scale to adjoining buildings. The proposed amendments would not significantly impact upon the amenities of neighbouring residential properties, or impact upon the surrounding road network or parking. The proposed amendments are therefore considered acceptable and the proposal is recommended for **APPROVAL**.

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/P1 MLA
MLA/305/L/001/101
MLA/305/L/001/102
MLA/305/L/001/103/P1 MLA Plot 01
MLA/305/L/001/104/P1 MLA Plot 01
MLA/305/L/001/300
MLA/305/L/001/301/P1 MLA Plot 01
MLA/305/L/001/302/P1 MLA Plot 01

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/P2 MLA Plots 03+04
MLA/305/L/003+004/101/P1 MLA Plots 03+04
MLA/305/L/003+004/102/P1 MLA Plots 03+04

MLA/305/L/003+004/104/P1 MLA Plots 03+04
MLA/305/L/003/300/P1 MLA Plot 03
MLA/305/L/003/301/P1 MLA Plot 03
MLA/305/L/004/300/ Pa MLA Plot 04

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
MLA/305/L/MA/158
MLA/305/L/MA/159
MLA/305/L/MA/160
MLA/305/L/MA/162
MLA/305/L/MA/163
MLA/305/L/MA/164
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

Transport Technical Note prepared by RGP dated February 2013 (ref:
CMB/BAWL/2011/1296/TN03)
2011/1296/014 Rev.A
2011/1296/019
2011/1296/002 Rev.B
2011/1296/003 Rev.A

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 CS NPPF and CS1 of the Local Plan Core Strategy (adopted September 2012) and Policy DM01 of the Development Management Policies DPD (adopted September 2012).

2. **Materials**

The external surfaces of the buildings and hard surfaced areas shall be finished in materials as specified in the approved discharge of Condition Application 15/01740/CON dated 29.04.2015, unless otherwise agreed in writing by the Local Planning Authority.

Reason:

To ensure the delivery of high quality buildings and safeguard the visual amenities of the locality in accordance with policies CS5 and DM01 of the Barnet Local Plan and policies 1.1, 7.4, 7.5 and 7.6 of the London Plan.

3. **Architectural Details**

The application shall be carried out in strict accordance with the details approved under approved discharge of condition application 15/01740/CON dated 29.04.2015, in regards to details of:

- (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;

Reason:

To ensure the delivery of high quality buildings and safeguard the visual amenities of the locality in accordance with policies CS5 and DM01 of the Barnet Local Plan and policies 1.1, 7.4, 7.5 and 7.6 of the London Plan 2015.

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 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.

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 2015.

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.

11. **Electric Charging Points**

Before the commencement of each Zone hereby permitted full details of the electric vehicle charging points to be installed in the car parking spaces that serves the relevant zone shall have been submitted to the Local Planning Authority and approved in writing. The development shall be implemented in full accordance with the approved details prior to first occupation and thereafter be maintained as such.

Reason:

To ensure that the development makes adequate provision for electric vehicle charging points to encourage the use of electric vehicles in accordance with policy 6.13 of the London Plan 2015.

INFORMATIVE(S):

1. 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.

2. 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.
3. 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.

4. 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.
5. 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.
6. 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.

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 March 2015), 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.

National Planning Policy

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: March 2015

The London Plan (Consolidated with alterations since 2011) ~~was~~ adopted in March 2015 ~~and~~ provides the strategic planning guidance and policies for the capital. It promotes sustainable growth and environmentally responsive development.

The following policies are considered relevant:

Policy 3.5 Quality and design of housing developments

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 considered relevant:

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

CS 10 Enabling Inclusive and Integrated Community Facilities and Uses

Development Management Policies DPD (Adopted 2012)

DM02 Development standards

DM04 Environmental considerations for development

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

W13582E/07

Stonegrove and Spur Road Estates, Edgware, London

Description of Development: 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 planning permission reference W13582E/07 dated 06/10/2008.

Approved 18th February 2010

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 7th December 2011 following deed of variation to the original section 106 agreement.

H/02475/12

Stonegrove and Spur Road Estates, Edgware, London

Reserved matters application 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.

Approved 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 1st May 2014.

14/07419/RMA

Stonegrove and Spur Road Estates, Edgware, London

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.

Approved 26th March 2015.

1.3 Public Consultation and views Expressed

Letters were sent out to 431 addresses on the 17th July 2015. 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.

Neighbours Consulted:	431	Replies:	0
		Requests to Speak:	0

2. DESCRIPTION OF THE SITE AND PROPOSED DEVELOPMENT

2.1 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.

2.2 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 McDonald's 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.

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.

This current S73 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 other estate blocks.

2.3 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 Reserved Matters Approval for Character Zones 3 and 8.

Reserved Matters approval for Character Zones 3 and 8 was granted on the 22/04/2013 under planning application reference H/00233/13 for:

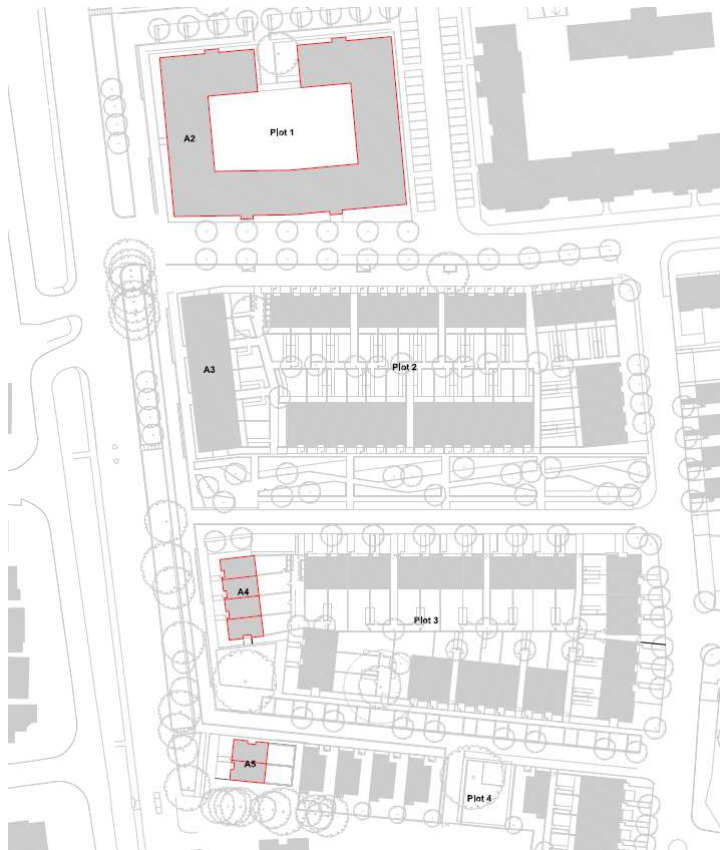
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The current application is made under Section 73 of the Town and Country Planning Act 1990 which seeks planning permission to vary the approved planning condition attached to reserved matters approval H/00233/13 dated 22nd April 2013, involving the following amendments to the approved scheme.

These changes are limited to Buildings A2, A4 and A5 of Plots 1, 3, 4 which fall under Character Zone 8 of the approved Stonegrove and Spur Road Estate involving the following changes:

- i. Revision to Building A2 (within Plot 1) to include an additional storey of residential accommodation;
- ii. Replacement of four storey apartment buildings A4 and A5 (within Plots 3 and 4 respectively) with six three storey houses; and
- iii. Minor adjustments to the surrounding landscape.



Justification for Proposed Changes

The stated justification for the proposed changes concern the difficulty in marketing the approved four storey apartment blocks in Plots A4 due to the lack of a lift core and difficulties in retrospectively adding to this to the design. As such the application proposes to alter these properties to three storey houses and to reprovide the flats in the purpose built apartment block (which is served by lifts) in Plot A1.

Architectural justifications for the proposed change, concern compliance with the Stonegrove design masterplan with reducing densities from north to south, and the better relationship of the taller apartment building in Plot A2 with the taller buildings to the north and east, and the better relationship between the new houses and other similar properties along the southern portion of the site.

3. PLANNING APPRAISAL

3.1 Principle of Change

The National Planning Practice Guidance (NPPG) advises that a minor material amendment *“is likely to include any amendment where its scale and/or nature results in a development which is not substantially different from the one which has been approved.”*

The merits of the proposed amendments are discussed in greater detail below, however the principle of the development of this portion of the site for residential

purposes has already been established under previous consents. The current application would not increase the number of habitable units, or involve any changes to the approved highway layout or openspace provision within the development.

The main issues arising out of the current application concern housing mix, design, neighbouring amenity and parking, which are discussed below, providing the impact of the proposed changes are considered acceptable in these regards it is considered that the proposal can be satisfactorily determined in the form which this application has been submitted.

3.2 Impact on Housing Mix

As can be seen in the attached table, no changes to the overall number of units is proposed as a result of these amendments and the phase does not affect any affordable housing units with the revised scheme still providing 22 shared ownership units and 196 homes for private sale. There will however be a slight change in the configuration of the private units and the distribution of units within the phase. As a result of the proposed amendments the scheme would provide 9 fewer 1 bed units, 5 fewer 2 bed units, 8 additional 3 bed units and 6 additional 4 bed units. This is discussed in further detail below under housing mix. There will also be an increase in the number of houses by 6 and a corresponding reduction in the number of flats. Plots 3 and 4 will have less units and Plot A1 will have more units.

			Consented Scheme	Amended Scheme
Plot 1	Apartment	1bed 2person	49	49
		2bed 4person	53	59
		3bed 6person	0	8
	House	3bed 5person	0	0
		4bed 7person	0	0
	Total Units Plot 1			102
Variation in Units				14
Plot 3	Apartment	1bed 2person	6	0
		2bed 4person	6	0
	House	3bed 5person	7	7
		4bed 7person	23	27
	Total Units Plot 3			42
Variation in Units				-8
Plot 4	Apartment	1bed 2person	3	0
		2bed 4person	5	0
	House	3bed 5person	10	10
		4bed 7person	0	2
	Total Units			18
Variation in Units				-6
Total	Total Units		162	162
	Total Variation in Units			0

Policy CS4 (Providing Quality Homes and Housing Choice in Barnet) of the Core Strategy and Policy DM08 (ensuring a variety of sizes of new homes to meet housing need) of the Development Management Policies, advise that in relation to private units homes with 4 bedrooms are considered the highest priority and homes with 3 bedrooms are a medium priority. As such the amendments proposed under

the current application; increasing the number of 3 and 4 units; is welcomed in policy terms and is considered acceptable.

3.3 Design, Scale and Massing

The application proposes an additional storey on the apartment building identified as Plot A2 on the approved drawings, and the replacement of the proposed four storey apartment building in Plots A4 and A5 with six 3 storey terraced and semi-detached properties.

In relation to the proposed changes to the apartment block at Plot A2, involving the increase in the height of this building from 4 to 5 storeys. This proposed change is achieved through the addition of a full storey while maintaining the overall design appearance of the building including the use of the banded brickwork decoration to the ground floor, along with maintaining the use of semi-projecting / semi-inset balconies to apartments on the first and second floors, with the projecting elements also employing decorative metalwork balustrades. These elements help break up the massing of the building, resulting in a more sympathetic visual appearance. In relation to the scale and massing of the adjoining buildings, four storey apartment buildings are located immediately to the north and south of the building, with taller five storey elements being contained in the apartments located to the east of this plot in Cannon's Way. In relation to properties located outside of the Stonegrove redevelopment boundary, properties located on the opposite side of Stonegrove to the west are predominately 3 storeys in height with a 7 storey building (London House) in the northern portion of this frontage.

In terms of the relationship to the surrounding properties it is noted that while 4 storeys the form of the apartment buildings to the north and south differ from that of this plot, incorporating pitched roofs over the fourth storey resulting in relation to the apartment building to the north in an increased height in comparison to the original height of Plot A2 proposed under the reserved matters approval for this phase. The submitted design and access statement illustrates the appearance of the building in comparison to the adjoining form of development, and it is clear that the resultant appearance of Plot A2 will sit comfortably in scale with the surrounding buildings in this location and the proposed changes are considered acceptable in this instance.

In relation to Plots A4 and A5 the proposal involves the replacement of two smaller 4 storey blocks of apartments on the south western corner of the site, with 6 three storey houses on a broadly similar footprint. The landscaping of the rear amenity areas will also be altered to provide individual gardens rather than the communal space previously proposed. The surrounding form of development immediately adjoining the development to the east, consists of similar proportioned houses, and as such the proposed amendments would have a negligible to positive impact upon the surrounding townscape and are considered acceptable. The detailed design of the houses which are in the form of plot types previously used elsewhere in the Stonegrove Estate, match the detailed design of adjoining houses and is considered acceptable in keeping with the prevailing pattern of development.

3.4 Amenities of future Residential Occupiers

All of the proposed units will be designed to meet the current Mayor's standards and Lifetime home standards and private amenity areas will be provided for all of the units connected with this S73 application, in the form of gardens for the new houses and inset balconies for the proposed flats.

3.5 Neighbouring Amenity

The proposal is accompanied by a Daylight and Sunlight report which assesses the impact of the increase in height of Block A2 on the amenities of neighbouring blocks and other properties outside of the Stonegrove Site. The Report demonstrates that the proposal would not result in any significant impact upon the amenities of neighbouring residential properties in relation to daylight or sunlight. The footprint of the buildings are not being altered and as such privacy distances between blocks are unchanged, and it is not considered that the proposal would significantly affect privacy over and above the existing situation.

3.6 Highways and Parking

The Reserved Matters Approval for this phase envisaged parking provision at the ratio of 1 space per unit, which is being maintained in the current S73 application. Cycle parking at 1 space per unit is also being provided as per the previous reserved matters approval. As such it is not considered that the proposal would raise any significant highway or parking considerations.

3.7 Environmental Screening

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 the 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.

It is not considered that the current S73 application would result in any significant change in circumstances to warrant a revised Environmental Statement.

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.

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 Section 73 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 out in our Equality Scheme and supports the council in meeting its statutory equality responsibilities.

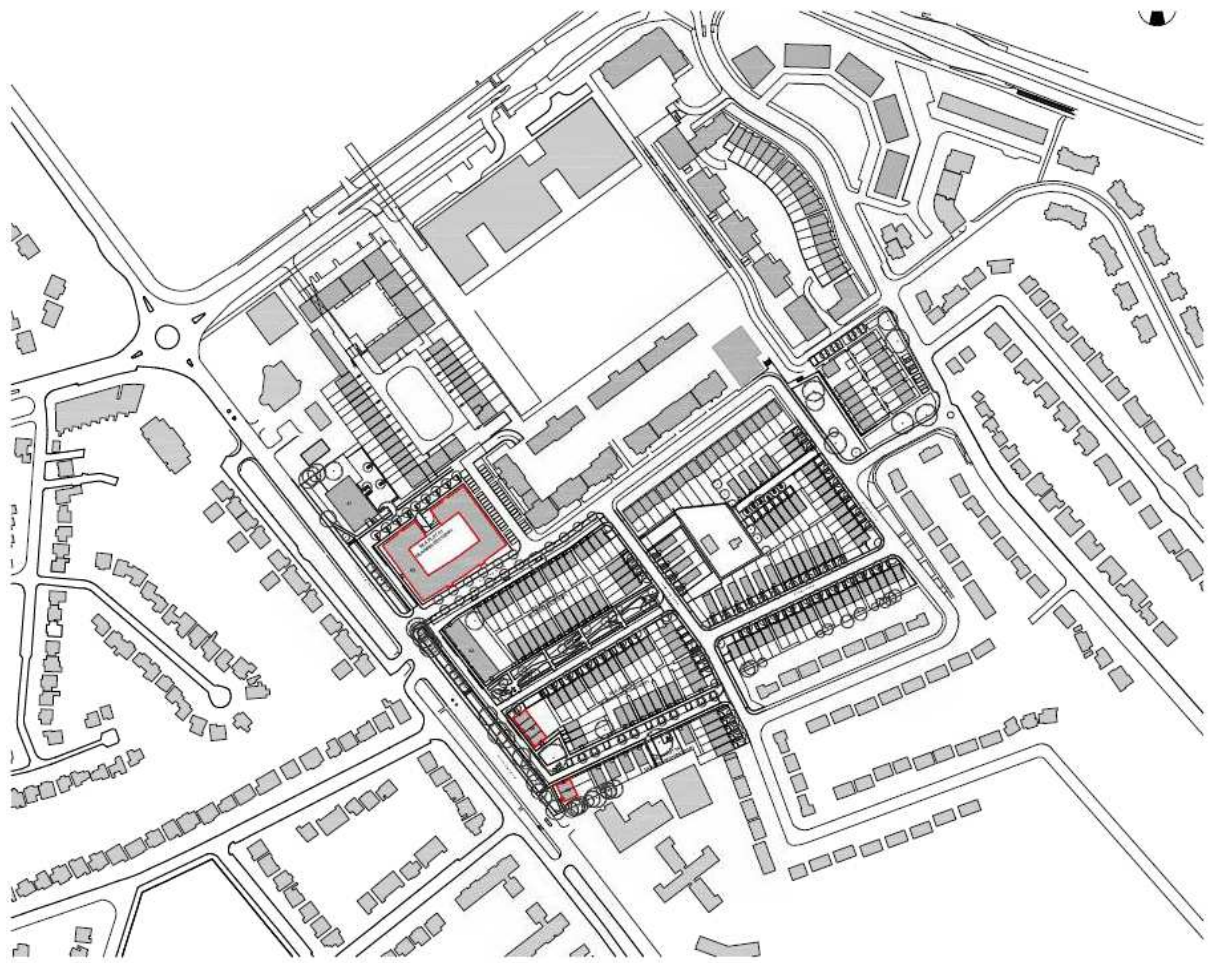
5. CONCLUSION

The application is made under S73 of the Town and country Planning Act seeking a minor material amendment to the approved reserved matters approval to allow for the changes outlined above. National Planning Practice Guidance (NPPG) advises that a minor material amendment *“is likely to include any amendment where its scale and/or nature results in a development which is not substantially different from the one which has been approved.”*

In this case it is not considered that the changes proposed would result in any significant change to the approved reserved matters scheme for this phase. The

amendments proposed are considered acceptable in land use terms and do not raise any significant design, neighbouring amenity or highway implications. The proposed amendments; generally and taken overall; accords with the relevant development plan policies and as such are considered acceptable. 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 – Site Location Plan



APPENDIX 2 – Character Zones

Masterplan with current Character Zone boundaries

