

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

**REFERENCE:** H/02475/12      **Received:**  
**Accepted:** 24 July 2012

**WARD(S):** Edgware      **Expiry:** 23 October 2012  
**Final**  
**Revisions:**

**APPLICANT:** Barratt Evolution Ltd

**PROPOSAL:** 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.

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## Background

The Stonegrove and Spur Road Estates are identified as one of the Council's Priority Housing Estates for regeneration in Barnet's Three Strands Approach. The Council's Regeneration Service is working in partnership with Barratt Homes and Family Mosaic to deliver the regeneration.

Outline planning consent was granted on the 6<sup>th</sup> 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 will be affordable and 520 will be for private sale. The outline planning consent was renewed in December 2011 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 first four phases have already been approved across a number of Character Zones identified by the masterplan. Phase 1 (Zone 1) was completed in June 2010 and is occupied. Phase 3a and 3b (Zone 6) was completed in October 2011 and is occupied. Phase 2a (Zone 5a) was completed in June 2012 and units are being sold. Most recently Phase 2b (part of Zone 2 and 4) was approved in March 2011 and construction is now well advanced with a completion target of Spring 2013. The approved phases are highlighted on the plan in **Appendix 1**.

In total, 388 units out of the 937 have been approved, of which 281 units have been completed and the other 107 are due for completion by Spring 2013.

## **Reserved Matters Proposals for Character Zone 2B, 4, 5B and 7**

Barratt Evolution has submitted a reserved matters application for the scale, external appearance and landscaping for Character Zones 2B, 4, 5B and 7, as illustrated on the Character Zones Plan in **Appendix 2**. These zones represent the next phases of the regeneration and will deliver 295 new homes comprising a mix of 202 units for private sale, 52 units for shared ownership and 41 affordable rented homes.

After these phases there remain 254 units to be delivered out of the 937 units approved for the development including 177 private and 77 affordable homes.

Barratt's design team have undertaken a review of the outline masterplan for Stonegrove and Spur Road Estates in relation to the remaining development phases/zones that are yet to be delivered. While the principles established in the masterplan remain unchanged, the detailed solutions for the remaining phases of the development have evolved in response to changes in phasing and decanting requirements and market conditions. Barratt Homes have sought to revise the private housing mix within the development to deliver a greater number of three-bed houses instead of three-bed flats. The design team has also identified a number of improvements that can be made to the layout of the masterplan in relation to the southern half of the development. This primarily relates to the re-alignment of one of the internal roads within the scheme. The main points of access, and principles of streets with houses along them remain the same.

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

The plans submitted for Zone 2B, 4, 5B and 7 are considered to be substantially in accordance with the parameters established by the outline consent approved under reference W13582/07 and extended by reference H/03635/11. The proposals provide appropriate level of car parking in accordance with the requirements of the outline consent.

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

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## **RECOMMENDATION: Approve Subject to Conditions**

### **1. Approved Plans**

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

#### Zone 2B

12369\_02\_SC\_100 D1  
12369\_02\_SC\_101 D1  
12369\_02\_SC\_102 D1  
12369\_02\_SC\_103 D1  
12369\_02\_SC\_104 D1  
12369\_02\_SC\_105 D1  
12369\_02\_SC\_106 D1  
12369\_02\_SC\_107 D1  
12369\_02\_SC\_108 D1  
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12369\_02\_SC\_112 D1  
12369\_02\_SC\_113 D1  
12369\_02\_SC\_114 D1

12335\_02\_SC\_120 D1  
12335\_02\_SC\_121 D1  
12335\_02\_SC\_122 D1  
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12335\_02\_SC\_124 D1  
12335\_02\_SC\_125 D1  
12335\_02\_SC\_126 D1

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12335\_02\_SC\_128 D1  
12335\_02\_SC\_129 D1

12335\_02\_SC\_140 D1  
12335\_02\_SC\_141 D1  
12335\_02\_SC\_142 D1  
12335\_02\_SC\_144 D1  
12335\_02\_SC\_145 D1

12369\_02\_AL\_100 D1  
12369\_02\_AL\_101 D1  
12369\_02\_AL\_102 D1  
12369\_02\_AL\_103 D1  
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12335\_02\_AL\_145 D1  
12335\_02\_AL\_146 D1  
12335\_02\_AL\_147 D1

MLA/305/L/100

MLA/305/L/005/100  
MLA/305/L/005/101  
MLA/305/L/005/102  
MLA/305/L/005/103  
MLA/305/L/005/300  
MLA/305/L/005/301  
MLA/305/L/005/302

MLA/305/L/006/100  
MLA/305/L/006/101  
MLA/305/L/006/102  
MLA/305/L/006/103  
MLA/305/L/006/300

MLA/305/L/MA/100  
MLA/305/L/MA/105  
MLA/305/L/MA/115  
MLA/305/L/MA/120  
MLA/305/L/MA/122

MLA/305/L/400  
MLA/305/L/401

Reason:

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

## **2. Materials**

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

Reason:

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

## **3. Architectural Details**

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

- (i) Balconies and balustrades;
- (ii) Roof parapets;
- (iii) Depth of window reveals to a minimum depth of 100mm;
- (iv) Canopies to entrances;
- (v) Rainwater goods and where indicated recessed details.

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

Reason:

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

## **4. Car Parking Management Plan**

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

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

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

Reason:

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

## **6. 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.

## **7. Security Gates**

Before the occupation of each Zone hereby permitted, details of security gates to any basement 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.

## **INFORMATIVE(S):**

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

## **1. MATERIAL CONSIDERATIONS**

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

#### Introduction

Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires that development proposals shall be determined in accordance with the development plan unless material considerations indicate otherwise. In this case, the development plan is The London Plan published July 2011 and the saved policies of the London

Borough of Barnet Unitary Development Plan (UDP), which was adopted May 2006. These statutory development plans are the main policy basis for the consideration of this planning application.

Barnet's Local Plan is made up of a suite of documents including the Core Strategy and Development Management Policies documents. The Core Strategy and Development Management Policies were adopted by the Council on September 11 2012. They are now subject to a 6 week period of legal challenge, which ends on October 30 2012. Very significant weight should be given to the policies in the Core Strategy and Development Management Policies documents. The National Planning Policy Framework (NPPF) (paragraph 216) sets out the weight that can be given to emerging policies as a material consideration in the determination of planning applications. Until the Local Plan (Core Strategy and Development Management Policies documents) is complete and the period of legal challenge has passed the policies within the adopted Barnet Unitary Development Plan (UDP) remain in place.

More detail on the policy framework relevant to the determination of this application and an appraisal of the proposal against the development plan and Local Plan policies of most relevance is contained in **Appendix 6**.

#### 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.

Paragraphs 14 and 197: Presumption in Favour of Sustainable Development;  
Paragraphs 32 and 34-36: Sustainable Transport;  
Paragraph 49: Presumption in Favour of Residential Sustainable Development;  
Paragraph 50: Housing Delivery;  
Paragraphs 56-57 and 61: High Quality Design;  
Paragraph 69: Safe and Accessible Developments;  
Paragraphs 6-99: Minimise Energy Consumption and Climate Change;  
Paragraphs 123-125: Minimise Noise, Air and Light Pollution; and

#### The London Plan and Barnet Unitary Development Plan

**Appendix 6** examines in some detail the London Plan, Barnet UDP and Local Plan policies of most relevance to this planning application and appraises the proposal against these policies.

In order to present the analysis of the policies in a readily readable form it is set out in a table format. The tables list the policies, describe them and then provide a brief commentary to assess how the proposed development conforms to the requirements of the specific policies.

The officers have considered the development proposals against the relevant policy criteria and, as Appendix 6 shows, have concluded that that the development will fulfil them to a satisfactory level. The proposed development is considered to comply with the requirements of the development plan and the Local Plan.

#### 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

<b>Application Ref.</b>	<b>Address</b>	<b>Description of Development</b>	<b>Decision and Date</b>
<b>W13582E/07</b>	Stonegrove and Spur Road Estates, Edgware, London	Outline planning application for the redevelopment of Stonegrove and Spur Road Estates to include the demolition of the 603 existing residential units, community and school buildings, and the erection of 937 new residential units, new community hall, church and church hall with nursery facility, the provision of 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
<b>H/02723/09</b>	Zone 6, Stonegrove and Spur Road Estates, Edgware, London	Reserved matters application seeking approval for scale, appearance and landscaping in relation to Character Zone 6 of the redevelopment of Stonegrove and Spur Road Estates comprising 98 residential units pursuant to Condition 3 of outline planning permission reference W13582E/07 dated 06/10/2008.	Approved 19th October 2009
<b>H/04521/09</b>	Zone 5A, Stonegrove and Spur Road Estates, Edgware, London, HA8 8BT	Reserved matters application seeking approval for scale, appearance and landscaping in relation to Character Zone 5A of the redevelopment of Stonegrove and Spur Road Estates comprising 67 residential units for private sale pursuant to Condition 3 of outline	Approved 18 <sup>th</sup> February 2010

		planning permission reference W13582E/07 dated 06/10/2008.	
<b>H/00433/11</b>	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
<b>H/03635/11</b>	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 <sup>th</sup> December 2011 following deed of variation to the original section 106 agreement

### 1.3 Pre-Application Public Consultation

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

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

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

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

#### *1<sup>st</sup> Public Exhibition*

In order to provide an opportunity for local residents to find out about the scheme, ask questions and raise any concerns, a public exhibition was held at St. Peters Church Hall on Thursday 23rd February (3:30pm—8:30pm) and Saturday 25th February 2012 (10:30am—2:30pm).

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

The exhibition provided a series of displays illustrating the details of the regeneration and representatives from Barratt Homes, Quod planning consultants, Sprunt architects, Maccleanor Lavington architects and Hard Hat Communications were present to answer any questions.

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

- Concern about increase of houses by 50%
- Not enough parking. Concern that there will be an overflow of cars in orchard drive or Hillersrow Ave

- Flat roofs on Stonegrove will only be a problem in time
- Traffic
- Not enough clinics
- The square design of the apartment buildings facing Stonegrove with flat roofs is not attractive and needs to be redesigned to be more in keeping with properties in the surrounding area. Otherwise the design and layout has been improved and pleased to see the heights have been reduced.
- Generally like the proposed scheme. Concerns about rat runs of roads – motorists will cut through development to avoid the extreme congestion of Stonegrove and A41 at peak times.

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

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

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

## *2<sup>nd</sup> Public Exhibition*

Following the first exhibition in February, further work on the design of the scheme was undertaken and a second exhibition was held at St. Peters Church Hall on Wednesday 16<sup>th</sup> May (3:30pm—8:30pm) and Saturday 19<sup>th</sup> May 2012 (09:30am—2:30pm). The event was advertised in the May edition of the newspaper, which was sent to residents on the estate and the surrounding area. A copy was also sent to all Barnet Councillors, the neighbouring ward councillors from Harrow, Matthew Offord MP, and the London Academy.

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

- Like it. Like the look of my new home to be and especially the children activity out the front. Thank you.
- Concern with the new junction onto Stonegrove and traffic on Stonegrove. Suggest that all access to Stonegrove from Esso Garage, McDonalds, Doctors Cul-de-Sac, proposed new estate exit all be left turn only with traffic lights to turn right at the end of green spaces to return northward. This should

be one way with those exiting Pangbourne Drive and the other road also turning left. Point to Stonegrove will allow traffic North and Southwards.

- Blocks facing Stonegrove should include pitch roof designs.

Following the exhibition, further feedback from some local residents has expressed concerns, regarding the frontage to Stonegrove. Further consideration is therefore being given to the design of the blocks along Stonegrove to try and address some of the concerns raised. It should be noted that this application only deals with Zones 2B, 4, 5B and 7 on the western and central areas of the masterplan. The Stonegrove frontage and associated character areas will be submitted under a separate reserved matters application.

#### **1.4 Public Consultation and views Expressed**

Letters were sent out to 1502 addresses on the 23<sup>rd</sup> July 2012. The application was advertised on site and in the press on the 26<sup>th</sup> July.

The plans were available to view at the Planning Reception on the 2<sup>nd</sup> Floor at Barnet House, 1255 High Road, Whetstone throughout the consultation period in accordance with the statutory requirements. There was a delay uploading the plans on the Council website. The plans were available to view from the 6<sup>th</sup> August.

Neighbours Consulted:	1502	Replies:	12 (2 in support, 10 in objection)
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##### Comments from residents:

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

- As local residents considerably affected by the regeneration programme we are writing to advise you that we feel there is absolutely no reason why the plans should not be passed as they have been submitted.
- Should there be any delay in approving these plans it will cause unnecessary problems to all concerned from all aspects of life including the social aspect for the existing inhabitants on the estate. Furthermore the removal and rebuilding of the existing building will be a great enhancement to the area as a whole which currently resembles a run down area of tenements.
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The Edgware Ward Panel of the Safer Neighbourhood Team have submitted a letter in support of the application making the following comments:

- Support the application by Barratts for the next phase of the Stonegrove redevelopment programme and recommend that the Planning Committee agree to the continuation of the building works as submitted.
- One of the prime responsibilities of the Edgware Ward Panel is Anti Social Behaviour, and they are concerned that any delay in the proposed building schedule will exacerbate and add to the opportunities for and promotion of ASB at a time when the police are under such extreme pressure.
- Edgware, and indeed Barnet, are extremely fortunate to have such a dedicated, professional and caring Police team, in Edgware led by Sgt. Dan Reid and everything must be done to support them.

The letters of objection that have been received are from residents in Harrow. The comments made in the letters of objection can be summarised as follows:

- Proposals will affect residents in Harrow who live facing the development.
- Object to plans to build a block of 11 storeys high opposite Regents Court.
- The scale and appearance of the current plans are out of keeping with the surrounding area and are more suited to an inner city environment.
- The design of the buildings proposed to be constructed on the Stonegrove frontage is out of keeping with the buildings on the Harrow side of the road and would create an eyesore.
- The appearance is heavy and bulky, particularly for the proposed external blocks facing Stonegrove.
- Particularly concerned that once plans are passed for the central area, it may become difficult to marry this up with something appropriate and more conventional on the Stonegrove frontage.
- The buildings are flat and visually unexciting and will not give a pleasing appearance on the streetview.
- The existing buildings along Stonegrove are at an angle to the road. This frontage is the face of Barnet for anyone approaching from Harrow and as such we would like to see a similar treatment, not a long row of dominant, barrack-like buildings.
- There is the possibility of being overlooked and the consequent loss of privacy from high rise buildings facing London House, Regents Court and the houses along Stonegrove.
- The properties being built for private sale are intended to fund the scheme. If mediocre properties are built they will sell for mediocre prices.
- Proposals will devalue the area.
- A Council Development lowers the tone of the area.
- This is a very busy area made even more so by the flow of traffic both in and out of Tesco Garage and MacDonalds both sited opposite Regents Court. There will be an enormous increase of traffic and because of this drivers will be using the slip road in front of Regents Court to bypass the traffic and come out at the roundabout on Canons Corner. This development will increase this hazard.
- Many drivers use the service roads as a “rat-run”. The proposed new access road into Stonegrove, sited opposite our flats, will cause more problems, especially during rush-hour and the movement of pupils to and from the London Academy.
- The number of dwellings should again be reduced and there should be no further vehicle accesses or side roads onto Stonegrove.

#### Officer Response

- *The Outline planning consent establishes the principle of the redevelopment of the Stonegrove and Spur Road estate. The overall number of new homes, the general configuration of buildings and the points of access into the development have therefore already been approved.*

- *This Reserved Matters application only relates to Zones 2B, 4, 5B & 7. The proposals for the buildings along the Stonegrove Frontage will be subject to a separate application. Barratt Homes and their design team are currently responding to the comments that were made at the pre-application public exhibition in relation to the design of the buildings along Stonegrove.*
- *There are no 11 storey buildings proposed opposite Regents Court. The outline planning consent allows for a number of 4 storey blocks and one block up to 6 storeys along the Stonegrove Frontage. The amendments proposed to the masterplan would mean that all the buildings would be 4 storey in this area and they would be broken up with more spaces in between the buildings.*
- *The detailed design and appearance of the buildings proposed for Zones 2B, 4, 5B and 7 are described in more detail in Section 3.4 of this report. The detailed design of the proposed buildings is considered to be appropriate for the regeneration and for the context that surrounds the site. The southern half of the masterplan comprises predominantly 2 and 3 storey houses facing onto public streets much like the streets to the south of the estate. The scale of the buildings along Stonegrove, although not under consideration in this application, are 4 storeys which is reflective of the scale of blocks of flats up and down the A5.*
- *The original outline planning application included a Transport Assessment to assess the traffic impact of the development. A number of improvements to the Canon's Corner roundabout are proposed to be delivered using the section 106 contributions that have been secured from the Stonegrove development. The Highways Authority is 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.*
- *Issues relating to property values are not a material planning consideration. However it should be noted that the redevelopment of the Stonegrove and Spur Road housing estates to provide a new, mixed and balanced community comprising new private sale homes as well as affordable housing will bring social, economic and environmental benefits to the surrounding area.*

A letter has been submitted on behalf of Canons Park Residents' Association (CAPRA) making the following comments:

- Predominant material is brick which is used throughout and could be rather relentless, with little variation of material and architecture, giving the scheme an urban rather than sub-urban feel for this area so close to the green belt.
- This brickwork seems to work better on the lower terraces of houses, (Zone 5B etc) where there is a variation with slate roofs and large bay windows, and timber panelled doors, but even here there could possibly be a mix of rendered facades interspersed with the brickwork, in different groups of buildings.
- The large 10 storey block is the most problematic, since its rectangular bulk is accentuated by a regimented array of windows, all the same height, though varied in width.

- The large block overshadows the lower blocks and could create problems of privacy and overlooking of surrounding blocks and the Academy behind it.
- It is important that this section of the whole project sets a proper precedent for the next section of the scheme which fronts onto Stonegrove, and that the concerns of residents on the Harrow side, for a better relationship to buildings in the area, without the use of rectangular blocky buildings, with more variation in building materials and modelling.

#### Officer Response

- *The use of brick as a predominant material throughout the development will provide continuity across the different phases and different character zones. Brick is a durable material and much of London's housing is built using it. Variation and interest is provided throughout the scheme through differences in scale, roof form and architectural style. Render has been used on the phases along Spur Road. It is not considered necessary to introduce render within the zones proposed under the current application.*
- *The taller buildings in Zone 2B have been deliberately positioned along the southern boundary to the London Academy to ensure that they do not overshadow any of the lower blocks of flats.*

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

- Environment Agency - no objection

The Environment Agency have no objection to the reserved matters application. However they note that the information submitted does not clearly demonstrate that green roofs and permeable paving have been included as part of the building design or landscaping works. They therefore advise that in order to discharge the surface water drainage condition for this, and subsequent phases of the development it will be necessary to demonstrate that where possible Sustainable Drainage System (SuDS) have been maximised throughout the site in line with the previously agreed drawings D118637-500-005,006 and 007 which were submitted as part of the addendum to the Flood Risk Assessment (dated 17 January 2007). Justification should be provided if this is not achievable.

- MET Police - no objection

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

- Thames Water - no objection

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

- Arqiva – no objection

Arqiva is responsible for providing the BBC and ITV's transmission network. They



no objection to this application and consider that it is not likely to have an adverse affect on their operations.

- Hertsmere Council - no comments
- Harrow Council - no objection

Harrow Planning Officers have confirmed (letter dated 9<sup>th</sup> October) that they have no objections to this reserved matters application.

Internal Consultation Responses:

- Traffic and Development – No objection subject to a number of conditions being imposed on the reserved matters consent. Highways issues are covered in Section 3.7 of the Planning Appraisal in this report.
- Regeneration Service  
The Regeneration Service fully supports the application and has confirmed that it is important that reserved matters consent is granted to enable the development to be delivered in accordance with the funding deadlines set by the former HCA and to meet the objectives of the regeneration.

## 2. DESCRIPTION OF THE SITE AND PROPOSED DEVELOPMENT

### 2.1 Description of Site

#### Stonegrove and Spur Road Estates

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

The overall regeneration site comprises an area of 11.37 hectares including the Stonegrove and Spur Road housing estates, the former Edgware School land and St. Peter's Church. The original residential accommodation across the two estates comprised 603 one, two and three bed flats and maisonettes in 19 blocks ranging from 4 to 11 storeys in height.

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

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

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

#### Sites for Zone 2B, 4, 5B and 7

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

This reserved matters submission relates to the second half of Character Zone 2 (Zone 2B), the remainder of Zone 4, the bulk of Zone 5 (Zone 5B), and the whole of Zone 7.

Barratt have appointed Maccleanor Lavington Architects to prepare the detailed designs for the character zones located in the southern half of the masterplan. Within this application, they are responsible for the houses in Zone 4. Sprunt architects are the executive architect for the development and they have designed the buildings in the northern half of the masterplan. Within this application they are responsible for Zones 2B, 5B and 7.

#### *Zone 2B*

The site for Character Zone 2 is located on the southern boundary of the London Academy. It is bound to the south by the central avenue that runs through the development, referred to as Lacy Drive.

The first half of this zone is currently under construction and is referred to as Sterling Court. This application seeks approval for the second half of Sterling Court

comprising a part 4, part 5 storey block on the corner of the central avenue and Canons Way, and a separate block at the rear of the London Academy ranging from 4 storeys to 10 storeys.

#### *Zone 4B*

The site for Zone 4 is located on the south side of the central avenue and stretches from Sterling Lane in the west to Kings Drive in the east. The houses along Kings Drive form the southern boundary.

19 of the houses within this zone were approved under the reserved matters application for Development Phase 2 in March 2011 and are now under construction.

The remainder of Zone 4 consists of a series of 2 and 3 storey terraced and detached courtyard houses arranged along new tree lined streets with associated on-plot car parking. New houses with back gardens will back onto the existing houses along Kings Drive. New junctions will be created at the western and eastern ends of Kings Drive where the new streets within the development will connect to the existing road network. The existing electricity sub station is located in the centre of this zone. This will be retained. The houses are positioned with gardens backing onto the sub-station site. A number of retained trees are located throughout this zone.

#### *Zone 5B and 7*

Character Zones 5B and 7 occupy the area between the north eastern boundary of the London Academy and Green Lane. Academy Court (Zone 5A) is located to the north and Sterling Green (Zone 6) is located on the west side of Green Lane. The site for the community centre and public square is located adjacent to the southern end of this zone.

These zones comprise part 2, part 3 storey terraced houses along Green Lane with 4 storey blocks of flats at each end. Four 4 storey blocks of flats and two 7 storey blocks of flats are positioned along the eastern boundary of the London Academy facing the new street called Academy Lane. The houses and blocks of flats enclose a central communal garden. Car parking for the flats and houses is provided in a basement with vehicular accesses from Green Lane. A number of TPO trees are located along Green Lane.

#### Remaining Phases of the Development

Beyond the phases of development being sought under this application, the remaining characters zones include Character Zones 3 and 8 which comprise the blocks of flats along Stonegrove (the A5) and streets of houses behind, and the land for the Church and community centre to the south east of the London Academy adjoining Kings Drive and Green Lane. Separate reserved matters applications will be submitted for these areas.

## **2.2 Description of Development**

#### Development Approved Under the Outline Planning Permission

The approved outline planning consent for the regeneration of Stonegrove and Spur Road Estates (reference W13582E/07 as extended by application H/03635/11) comprises the following:

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

### Phases of the Development Already Approved

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

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

Phase 3a and 3b relates to Character Zone 6 which is on the site of the former Goldsmith, Powis and Collinson Courts. Reserved Matters for this phase were approved in September 2009 and it was completed in October 2011. This phase delivered 98 flats of which 45 are social rented, 17 are shared ownership and 36 are for private sale.

Phase 2A relates to Character Zone 5A which is located on the west side of the London Academy on the corner of Spur Road and Green Lane. The Reserved Matters for Zone 5A were approved in February 2010 for 67 flats for private sale. This phase was recently completed in June 2012 and units are being sold.

Most recently Development Phase 2B comprising parts of Character Zone 2 and 4, was approved in March 2011. This phase is known as Sterling Court and Construction is now well advanced with a completion target of Spring 2013.

### Phases 2B, 4, 5B and 7 (This Application)

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

*"Applications for the approval for the reserved matters for which the outline planning permission relates, as shown on plan entitles 'Hybrid Planning application*

*Boundaries' ref: 10930\_MP\_33 Rev E dated July 2006 shall be made to the local planning authority before the expiration of three years from the date of this permission and shall be in accordance with the approved Design Code of that zone."*

As described above, the application relates to several character zones across the masterplan. A total of 295 units are proposed comprising 158 private and 137 affordable. The proposed unit mix for the character zones that make up this reserved matters application is provided in Section 3.4 of this report.

## **2.3 Proposed Amendments to the Outline Masterplan**

Barratt's design team have undertaken a review of the outline masterplan for Stonegrove and Spur Road Estates in relation to the remaining development phases/zones that are yet to be delivered.

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

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

### **(i) Masterplan Layout and Access**

One of the key requirements of the original masterplan was to organise the development in such a way that the new streets and squares being created would work successfully with the surrounding urban fabric. This was particularly important in the southern half of the masterplan where it connects to the existing streets that surround the estate. Maccreanor Lavington Architects have looked at whether the proposals in the outline permission could be improved.

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

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

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

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

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

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

## (ii) Building Heights

Overall, building heights across the masterplan have remained very similar to those illustrated on the consented heights parameters plan ref. 10930-MP-242-C.

Zones 1, 5A and 6 are now fully built out. Some of these areas were built out at slightly lower building heights, for example Academy Court which was originally proposed to be 10-storeys but was built at 7-storeys.

Of the remaining zones which have yet to be completed (Zones 2B, 3, 4, 5B, 7 and 8) there have been minor changes to heights of buildings in order to achieve the correct overall number of units and housing mix as prescribed by the outline planning permission.

Zone 2 is partially built and the majority of the buildings within this zone have remained the same height as the original Masterplan parameters height plan suggested. However, two of the buildings at each end of Sterling Court have marginally reduced in height whilst part of the building has marginally increased in height to five storeys. This is considered to fall within the parameters of the outline planning permission.

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

With regard to Zone 4, all of the houses within this zone remain at either 2 or 3 storeys with little change from that shown on the original heights parameters plan.

Zone 5B and 7 has been redesigned to incorporate 3-storey houses along Green Lane where there were previously 4-storey blocks of flats. The blocks fronting onto Academy Lane have been reduced in height. Where previously there were four 7-storey blocks and three 3-storey blocks there are now three 4-storey blocks with two blocks of 7-storeys. This significantly reduces the scale of the buildings in this area and improves the daylight, sunlight and overlooking within the central communal garden within this zone.

With regard to Zone 8, this area primarily relates to the blocks fronting Stonegrove and Canons Row/Sterling Drive. Once again, these blocks have generally remained the same height as previously proposed however the most northern element of the Stonegrove frontage which was previously proposed to be 6 storeys has now been reduced in height to four storeys. These changes are considered to benefit the overall design, balance and appearance of the scheme to the benefit of the overall masterplan.

There have been limited changes made to the original proposed building heights. Where changes have been made they have for the most part been a reduction in building heights within the maximum parameter heights specified on plan 10930-MP-01F.

(iii) Energy Centre

As part of the amendments to the masterplan, the energy centre has moved from the centre of the site to a new location at the southern end of Zone 5B close to Green Lane (see Appendix 4). The relocation was necessary because of phasing, however the benefit is that now it will be closer to Green Lane and the main junction onto Spur Road and can therefore be serviced more easily, with less disruption to the proposed, adjacent residential accommodation.

The proposed boilers stack would be located at 2 m in height above the roof level on a 7-storey block fronting the southern end of Academy Lane, on the eastern part of the Site. The proposed residential accommodation in character Zone 5/7b would be located at a lower level to the stacks, (similar principle to the original outline consent). The size and output of the boilers in terms of emissions remain unchanged for the outline consent. The proposed amendment to the outline consent therefore relates solely to a change in location of the energy centre. The air quality is assessed under the EIA screening opinion below.

(iv) Density

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

(v) Phasing

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

### **3. PLANNING APPRAISAL**

#### **3.1 Flexibility within the Outline Planning Permission**

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

Condition 2 of the outline consent requires Design Codes to be submitted before reserved matters including various design tests most notably BRE daylight and sunlight analysis and Secure by Design. The applicant is also required to show “a three dimensional masterplan of that phase and the adjoining phases that shows clearly the intended arrangement of space and buildings, including massing, orientation, distribution of uses, densities, building lines and spaces”. The Design Code shall be “substantially in accordance with the Stonegrove and Spur Road Estate: Design Statement August 2007”. As such flexibility exists within the production of the design code to allow for detailed submissions of the arrangement of buildings and spaces.

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

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

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

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

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

In each case, the caveat “unless otherwise agreed in writing with the LPA” allows the Council to agree minor changes to the above plans should they agree to do so.

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

Barratt Homes have also sought to adjust the private housing mix within the development to deliver a greater number of three-bed houses instead of three-bed flats. The proposed move to provide more family houses is welcomed and is in accordance with the Council’s preferences for family housing set out in the Core Strategy. There is no restriction within either the outline planning consent or the



Section 106 agreement which specifies a certain mix for the private properties or prevents such a change from taking place.

### **3.2 Environmental Impact Assessment (EIA) Screening Opinion**

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

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

An EIA Screening Request in relation to the changes that are proposed to the approved masterplan, has been submitted as part of the current reserved matters application, to determine whether a new EIA is required. The appraisal presented below considers the topic-specific assessments included in the original ES.

#### **(i) Noise**

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

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

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

#### **(ii) Air Quality**

The energy centre for the development is proposed to move from the western end of Zone 2 to the southern end of Academy Lane within Zone 5B on the eastern part of the site.

The energy centre will be located at the bottom of a 7-storey block and the proposed boiler stack would be located 2m in height above the roof level. The proposed residential accommodation in character Zone 5b and 7 would be located at a lower level to the stacks, (similar principle to the original outline consent). The size and output of the boilers in terms of emissions remain unchanged for the outline consent. The proposed amendment to the outline consent therefore relates solely to a change in location of the energy centre. The air quality assessment within the 2007 ES concluded that the significance of the effects on air quality due to changes in traffic flow characteristics and the contribution from the biomass boilers associated with the

proposed redevelopment to be of negligible significance (paragraph 10.115, Section 10, of the 2007 ES.).

Notwithstanding this, Condition 50 imposed on the outline permission states:

*“Before the phase within which the biomass and CHP plant are located as shown on the approved phasing plan ref 10930\_MP\_243-C dated 25 August 2011 (or any subsequent amendments to it that have been agreed in writing by the local planning authority) commences development, an air quality assessment report, written in accordance with the relevant current guidance for the biomass boiler and CHP plant shall be submitted to and approved in writing by the local planning authority. The report shall have regard to the air quality predictions and monitoring results from the Stage Four Report of the Local Authority’s Review and Assessment process, the London Air Quality Network, and the London Atmospheric Emissions Inventory.”*

Furthermore 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. Therefore the proposed revised location of the energy centre is not considered to raise any new significant environmental effects. The existing planning conditions on the outline consent are considered sufficient to ensure the amenities of neighbouring residents and potential future occupiers of the development are protected.

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 (NO<sub>2</sub> and PM<sub>10</sub>), to be of negligible significance.

### (iii) Landscape and Visual

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

The assessment identified local, short-term, slightly adverse effects on the townscape character of the immediate areas that abuts the development site, and the character of the Agricultural Landscape, during the construction phase, declining over time to become neutral as the buildings are completed and the proposed landscape establishes. There are no material changes proposed to the construction activities or phasing for the proposed reserved matters, therefore the conclusions of the ES relating to townscape and visual impacts during the construction phases are considered to remain valid.

By way of comparison to the original Masterplan, some of the buildings fronting Green Lane in Zone 7 have reduced from 4 storeys to 3-storeys (refer to Drawing No. 12369\_02\_04 D1). The buildings fronting Academy Lane have been amended where previously there were four 7-storey blocks there are now only two with 4 storey blocks replacing them. The heights of the buildings in character Zone 2 forming part of this reserved matters application are of a similar scale, massing and layout to the original Masterplan (refer to Drawing No. 12369\_02\_04 D1). Where previously there was a 6 storey block on the Stonegrove (A5) frontage, the revised

masterplan proposes 4 storey blocks. These blocks have also been broken into smaller separate blocks. The scale of the houses within Zones 3 and 4 remains as per the approved parameters of 2 and 3 storeys.

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

(iv) Socio Economics

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

(v) Transport

The Transport Planning Statement (TPS) prepared by Russell Giles Partnership (RGP) that has been submitted with this reserved matters application also considers the remaining character zones within the development, with the exception of the church land and adjacent residential character Zone 7b.

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

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

Upon completion of the final phase of the development on the church land and the adjacent residential houses, the net impact of the changes in the scheme from the outline consent to detailed reserved matters would be an increase of 5 and 2 two-way movements during the AM and PM peak hours respectively. This is not considered to be significant and would not affect the capacity of the local highway network. Furthermore, the design philosophy has not materially changed and hence the locations of houses and flats and the development density has not materially changed. As such, it is not anticipated that there would be a material change in distribution of traffic associated with the development from that assumed at the time of the outline planning consent.

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

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

(vi) Microclimate

*Wind*

The updated masterplan includes some amendments to the original layout. The overall height of the blocks in Zone 5B/7 has reduced compared to the original masterplan. The number of 7-storey blocks in this area has reduced from four to two. The orientation of the buildings along the Academy Lane frontage has also changed slightly, and the space between the blocks has increased. Some of the buildings facing Green Lane have reduced in height from 4-storeys to 3-storeys. The proposed blocks along Stonegrove have been broken up with more gaps between the buildings. All of the buildings along this frontage are now 4-storeys where previously there was a 6-storey block.

These changes are not expected to have significant implications for the findings of the original assessment, as the tallest elements identified in the outline consent have now reduced in height, and there will be no entrances or seating areas in the locations where potential increases in wind speed would be greatest (i.e. at the corner of the buildings or gaps between the blocks). Another primary consideration has been mitigating the downwash caused by the taller buildings as much as possible.

*Daylight and Sunlight*

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

In relation to proposed reserved matters for zones 2B, 4, 5B and 7 and illustrative proposals for Zones 3 and 8, although there have since been changes to the layout and reductions in the height of some of the blocks, the principles of design in relation to daylight, sunlight and shade, remained unchanged. The revised proposals ensure that with only a small number of exceptions, the main living rooms, bedrooms and amenity spaces, satisfy the design criteria. Where this has not proved possible, the variation is only a minor adverse effect. There would be no adverse effect on neighbouring residential properties and their amenity areas. A stand-alone sunlight and daylight report has been submitted in respect of the reserved matters application.

#### (vii) Ecology

There are currently a large number of existing trees on the site of varying species, size and condition – a number of which are currently the subject of Tree Preservation Orders (TPOs). A tree retention strategy was approved for the entire Masterplan at the outline planning submission stage.

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

The tree retention plan for the outline consent identified trees being retained within an area where there is an existing high voltage cable. The amended masterplan will require an additional 10 trees to be removed, compared to the outline application due to Statutory Undertakers requirements regarding installation, way leaves and easements.

The original masterplan also included the retention of a number of important TPO trees in locations very close to proposed new buildings and other compromised situations e.g. with proposed blocks significantly impinging on tree canopies and Root Protection Zones (RPZs). The updated masterplan improves the setting for a number of the existing trees, particularly the large TPO trees close to the Stonegrove frontage. Retained trees will now be located either within landscaped areas or private gardens with sufficient space around them. Revisions to the Masterplan include the area surrounding the three, key TPO oak trees in the south west corner of the Site (character zone 3), to provide additional space and improve their setting.

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

Whilst some further trees will be required to be removed due to Statutory Undertakers requirements, the revisions to the masterplan will result in an improved setting for some key TPO trees. The impact of the revisions to the masterplan in terms of ecological impact is considered acceptable, and is not considered to result in any additional environmental effects over and above those that were previously assessed.

#### (viii) Archaeology

The proposed changes to the masterplan do not involve any significant alterations to the below ground works across the site compared to the original masterplan. Therefore, due to the static nature of cultural heritage and archaeological assets, the conclusions of the 2007 ES for the outline permission remain valid. The archaeological mitigation measures proposed for the outline consent, including

strategies entailing field evaluation and subsequent recording actions to preserve sites by record before partial loss or destruction by construction activities, would continue to be implemented, for the remaining phases of the masterplan.

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

(ix) Ground Conditions / Water Resources

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

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

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

Conclusion for EIA Screening Opinion

In accordance with the EIA regulations, and having considered the nature of the proposed development, its location and the sensitivity and characteristics of the prevailing environment, it is concluded that amendments to the original consented masterplan will not lead to any new or previously unforeseen significant environmental effects previously not assessed at the outline stage. The proposed changes are such that the environmental effects predicted in the 2007 ES and 2008 ES Addendum will not have materially changed, irrespective of the passage of time since the document was prepared, by virtue of the nature of the development, its location, potential cumulative effects and characteristics of potential impacts. The base information that the ES was considered upon remains valid, and the main conclusions set out in the ES remain robust. On this basis a new EIA is not required.

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

The submitted reserved matters for Zones 2B, 4, 5B and 7 have been prepared in accordance with the development parameters established by the outline planning permission and in the context of the amended masterplan as described in section 3.1 above. The parameters of the outline consent are set out in a number of approved drawings and documents as specified in Condition 7. The current reserved matters submission is assessed against the relevant parameters below.

## Access and Road Layout

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

Zone 2B faces onto the central avenue within the masterplan. The avenue connects into Kings Drive at its eastern end and Stonegrove at its western end. Zone 2B includes the entrance to the basement car park beneath the whole of Zone 2 which is accessed via Canons Way. The eastern end of the central avenue has already been approved under reserved matters application H/00433/11 for Sterling Court. This included a temporary entrance to the basement car park beneath Zone 2. The submitted proposals include the permanent location of the basement car park access.

The Character Zone 4 area of the masterplan contains two new streets. The first is a north-south road referred to as 'Sterling Lane' which connects into Kings Drive at its southern end. The second is an east-west road referred to as 'Kings Lane' which connects Sterling Lane to Kings Drive via another junction at the eastern end of Kings Drive. Both of these roads are identified as roads to be adopted by the Council. The submitted plans for Zone 4 include both of these streets and new connections to Kings Drive as per the approved masterplan.

Character Zone 5 within the approved masterplan includes a new street adjacent to the eastern boundary of the London Academy referred to as 'Academy Lane'. This street is identified as a private street that is not proposed for adoption by the Council. Academy Lane is accessed from Green Lane via a new junction opposite Sterling Avenue at the southern end of Zone 5B. A basement car park is provided beneath Zones 5B and 7 with vehicular access at the northern and southern ends.

The proposed access points and location of the roads within Zones, 2B, 4, 5B and 7 are all in accordance with the Layout and Access plan approved at the Outline stage.

## Building Height

The 'Maximum Parameter Heights' plan (drawing reference 10930\_MP\_01 rev.F) identifies the parameters in for building heights across the development in both storeys and metres. In the area relating to Zone 2B the heights plan identifies a 10 storey building (or building up to 30m) along the southern boundary of the London Academy and a block of 4 storeys (12m) with some 5 storey elements (15m) along the main avenue. The submitted plans for Zone 2B accord with these heights. It should be noted that the block along the London Academy boundary (Block A) comprises a 4 storey plinth above which the main tower element rises to 10 storeys in total. The curved part of the block rises above the top floor to provide a lift overrun and stair access to the roof. Therefore whilst a small part of Block A will be 11 storeys in height, this is very limited and the main bulk of the building will correspond with the heights shown on the parameter plan.

The houses within Zone 4 are proposed at 2 and 3 storeys. These comply with the original heights parameter plan for this part of the masterplan.

Zone 7 incorporates 3 storey houses along Green Lane where the heights parameter plan allows for 4-storey blocks of flats. The blocks of flats fronting onto Academy Lane adjacent to the London Academy have been reduced in height. The original



heights plan allows for four 7-storey blocks of flats and three 3-storey blocks. The submitted proposals comprise three 4-storey blocks with two blocks of 7-storeys at either end. Therefore whilst the lower blocks have increased from 3-storeys to 4-storeys, some of the 7-storey blocks have also reduced to 4 storeys. The majority of the blocks in this zone have come down in height and the proposals are therefore considered to be within the parameters of the original outline consent.

### Number of Residential Units and Mix

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

The outline planning permission set out a broad tenure mix on the masterplan tenure plan, drawing ref. 10930-MP-03J. Due to the requirements of the overall site decant and phasing of development, the detailed mix has been amended at each phase of the development so far.

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

The overall number of units will not change as a result of the amendments to the masterplan.

Within the zones which are the subject of this reserved matters application (Zone 2B, 4, 5B and 7) a mix of market sale and intermediate and affordable rented units are provided. A total of 295 units are proposed comprising 202 private and 93 affordable. Zone 2 incorporates blocks containing both private and shared ownership units, Zone 4 is comprised of private sale houses and Zone 5B and 7 comprise 2 blocks of affordable rent with the remainder being for private sale. This approach is in accordance with the outline planning permission.

The proposed unit mix by zone for the current application is set out in the tables below.

Zone 2B:

Zone 2B (97 units)		
Mix	Private	Affordable (Shared Ownership)
1 bed/2p flat	15	20
2 bed /4p flat	24	32
3 bed /5p and 6p flat	6	0
3 bed house	0	0
4 bed /7p house	0	0
	<b>45</b>	<b>52</b>

Zone 4:

Zone 4 (61 units)		
Mix	Private	Affordable
1 bed/2p flat	0	0
2 bed /4p flat	0	0
3 bed /5p and 6p flat	0	0
3 bed house	27	0
4 bed /7p house	34	0
	<b>61</b>	<b>0</b>

Zone 5 & 7:

Zone 5B and 7 (137 units)		
Mix	Private	Affordable (Affordable Rent)
1 bed/2p flat	11	9
2 bed /4p flat	54	32
3 bed /5p and 6p flat	12	0
3 bed house	0	0
4 bed /7p house	19	0
	<b>96</b>	<b>41</b>

The mix is considered to be appropriate and includes houses and flats of varying sizes. The affordable housing provided in these zones will deliver the remainder of the outstanding affordable housing quota for the development.

## Trees

The outline approval establishes the principle of the removal of certain trees (including TPO trees) across the site in order to facilitate the redevelopment. At the outline stage 120 trees were approved for removal including 8 TPO trees. Since then 4 additional trees have been agreed for removal under the reserved matters for Zone 5A (Academy Court) and Zone 2 (Sterling Court). Whilst shown for retention on the masterplan, proposed buildings were located too close to these trees making retention not possible. However one tree previously identified for removal was retained in Zone 1.

As a result of the proposed amendments to the outline masterplan, a number of large TPO trees are now able to be retained in a much improved setting. This is particularly the case in the area along Stonegrove where the original masterplan included the retention of a number of important TPO trees in very compromised situations, with proposed buildings impinging on tree canopies and root protection zones. The revised masterplan provides key TPO Oak trees (T155, T151 and T150) with additional space and positions them within robust and well designed public spaces, streets and gardens where they can contribute significantly to the landscape. Furthermore 2 Category R TPO trees are now proposed to be retained along Green Lane and 2 Category C trees are proposed for retention on the site identified for the church.

However, 10 trees which were shown as being retained on the outline masterplan and Tree Protections Plan will now need to be removed. Five of these are located around the substation in the centre of Zone 4 and require removal due to the high voltage cable which runs under the ground in this area and easement requirements for installing a new high voltage cable to the east and west of the sub station. In addition the requirements for access to the sub-station with maintenance equipment need to be considered. Although some of these trees were shown as being retained previously, due to the requirements of the Statutory Undertaker (UK Power Networks), this is no longer possible. None of these trees are covered by TPO.

Of the remaining five additional trees for removal, three are located in Zone 3, including 1 Category C TPO, and are required to be removed as a result of the re-alignment of the internal streets. One is within Zone 1 and was shown on the original masterplan in a compromised location close to one of the proposed buildings. The final tree is in Zone 5B/7 and is required to be removed to allow the basement car park to be provided for these blocks.

Across the whole masterplan, 137 existing trees will be retained while 125 will be required to be removed.

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

The specific trees to be removed and retained across the zones in this current application are detailed below.

*Zone 2B:*

Trees for removal:

2 Category B trees (T12, T13)

2 Category C trees (T7, T10)

4 Category R trees (T8, T9, T11, G6)

Trees retained:

Three groups of mature Category C trees are being retained on the London Academy boundary including one TPO group.

Approximately 40 new trees are proposed to be planted in this area along the central avenue and within the central courtyard.

#### *Zone 4:*

Trees for removal:

3 Category B trees (T30, T32, T33)

4 individual and 1 group Category C trees (T31, G34, T35, T36, T37)

1 Category R trees (T29)

Trees retained:

5 individual and 3 group Category C trees along the boundary to the gardens of existing houses on Kings Drive (G147, G146, T145, T144, T143, T142, T141, G140). Approximately 45 new trees are proposed to be planted in this area along the new streets and in private gardens.

#### *Zone 5B & 7:*

Trees for removal:

1 Category A tree (T129)

5 Category B trees (T60, T59, T58, T30, T131)

12 Category C trees (T69, T68, T67, T65, TPO61, T60, T57, T53, T51, T132)

5 individual and 1 group Category R trees (T64, T63, G66, T49, T128, T126)

Approximately 90 new trees will be planted across this area along Academy Lane, Green Lane and within the central communal garden.

In total 39 trees are required for removal across Zone 2B, 4, 5B and 7 covered by this application. Whilst 6 additional trees are required to be removed in these zones when compared to the outline masterplan, 5 of these need to be removed to meet the requirements of the statutory undertakers and cannot be avoided. It should be noted that none of the additional trees to be removed in these zones are covered by TPO. Circa 175 new trees will be planted across these zones. It is therefore considered that the proposals for Zones 2B, 4, 5B and 7 are substantially in accordance with the parameters of the outline planning permission.

Conditions attached to the outline permission require details of tree protection to be submitted and approved and installed before the commencement of development within each phase.

### 3.4 Design and External Appearance

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

- Scale;
- External appearance; and
- Landscaping

This section considers the reserved matters of scale and external appearance for each of the character zones to which this application relates.

#### Zone 2B

Taken as a whole, Character Zone 2 comprises a linear central courtyard around which the buildings are positioned. This semi-public courtyard provides a setting for the taller blocks and also serves as the communal garden for the flats that surround it. The entrance to Block A will be accessed from within this central courtyard which will connect to the community square to the east.

The submitted proposals for Zone 2B are a continuation of the design for the blocks approved under reserved matters application H/00433/11 for Sterling Court.

Blocks G, H, J and K form a corner building that faces out over the central avenue and towards Canons Close. These blocks are 4 storeys rising to 5-storeys on the western corner with Canons Close. The top floor of the 4 storey element of this block is set back so that the building will reflect the three storey houses on the south side of the avenue. The plan of the block is stepped to provide articulation along the avenue elevation. This is combined with set backs at the upper floor and projecting balconies. Pitched roofs are provided on the taller 5 storey elements to reflect the style of the pitched roofs on the houses.

Block A is the only 10 storey building within the overall masterplan. The central 10 storey element of the building is flanked by 6 and 7 storey elements. A projecting central metal-clad curved feature runs up the northern face of the building and projects past the parapet line of the 10<sup>th</sup> storey. This provides articulation and breaks down the mass of the block providing a key visual feature to the building. This metal feature is repeated in the adjacent Sterling Court blocks that make up Zone 2A.

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

The design of the balconies, details of the fenestration and materials are all carried through from Zone 2A. Brick is the predominant material used on all the buildings in this phase. Two different colours of brick are proposed (cream and brown) to differentiate the different elements of the buildings. The Highcliffe Weather Buff and Capital Brown bricks have been selected for Sterling Court which is currently being constructed.

## Zone 4

Zone 4 is comprised solely of houses which are a mixture of two and three storeys. The houses are configured on streets and are distributed in a way to minimise overshadowing of residential gardens. As the majority of the streets run East/West, the housing types are organised with the 2-storey terraces on the southern side of the plots, and the taller 3-storey houses on the northern side. This ensures that the gardens to the houses have good sunlight without significant overshadowing. It also creates an asymmetric street section. Different house types and designs have been provided along the streets length, further introducing a variety of roof form, scale and visual interest.

There are three main housing typologies within Zone 4: three bed terrace, four bed terrace and three bed courtyard houses.

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

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

The courtyard house type is used to respond to specific locations in the masterplan. Zone 4 encompasses the UK Power Networks substation compound. The substation has a significant presence and it was considered that using a normal terrace type in this location would result in many of the rooms looking over the substation compound. The 2-storey, three bed courtyard house therefore has windows orientated to look to the front and side into a private courtyard. The courtyard forms the house's amenity space along with a private terrace at first floor level above its own covered on plot car parking space. This house type has a pitched roof with gable ends. The upper floor bedrooms utilise the roof volume of the pitched roof providing a more generous floor to ceiling height.

All of the houses enjoy dual or triple aspects. Residential amenity has been preserved by maintaining adequate back to back distances throughout our proposals.

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

Zone 4 comprises two new adopted roads. These have been designed to adoptable standards and comprise a 6m carriageway and 2m footways. The houses that line the street are set back approximately 5.3m and comprise on-plot car parking, defined by differently paved areas (buff concrete slabs and blocks with resin bound gravel or similar) and a planted strip comprising low evergreen hedge and street tree. Path access to back gardens will be available between houses, accessible via a lockable route.

Zone 4 also incorporates a small mews court that is accessed from the eastern end of the central avenue. This is the only cul-de-sac in the development and is designed to create an attractive courtyard frontage for the cluster of two storey terraced and courtyard houses which face onto it.

### Zone 5B & 7

Zone 5B and 7 have been designed together given the strong interrelationship between them. Taken as one area, they form a perimeter block surrounding a central communal courtyard. The buildings in these two zones are designed to provide a transition between the higher density contemporary feel of the central part of the masterplan around the London Academy and the lower density suburban arrangement of Green Lane.

The eastern edge of the block faces onto Green Lane, while the western side faces towards the London Academy. The buildings also relate to Zone 5A (Academy Court) and the public square to the north.

Along Green Lane three terraces of 3-storey houses are book-ended by two 4-storey blocks of flats. Along Academy Lane the three 4-storey blocks of flats are book-ended by two 7-storey blocks.

A basement car park is provided beneath the whole of 5B and 7. This will be divided up to serve the different blocks of flats and houses. Each house has it's own private access down to the basement level.

Blocks A and B at the northern end of the zone are orientated to relate to Academy Square in Zone 5A. Together these blocks help provide enclosure to this space. Vehicular access to the basement car park at this end of the zone is provided using the existing access for Academy Court. There will be three basement entrances in this location when including the Academy Court entrance. A shared surface area is therefore proposed in this area to manage and soften the visual impact of the basement entrances.

At the southern end of the zone the second 7-storey block is positioned to relate to Kings Square which is the main public square within the masterplan. The building will provide a visual landmark to the space and the view east along the central avenue. In both instances the 7 storey buildings are located on public spaces to provide their scale with a setting.

The blocks of flats are designed using a common pallet of details and materials. The main material is brick with large, full height window openings within deep recessed reveals. The two 7-storey blocks incorporate metal elements running up the full height of the building on the end elevations. Windows and recessed balconies are groups on the top two floors of the buildings to create a double height feeling to the building and help respond to the overall scale of the blocks. Projecting metal and

glass balconies are used on the lower floors of these blocks and also on the lower 4 storey blocks. On the internal elevations to the central communal garden a second tone of brick is introduced on the projecting elements to the blocks.

The houses along Green Lane are positioned to follow the gentle curve of the street. As a result of the existing level change and the existing TPO trees on the southern side of Green Lane, the houses are positioned above the level of the street and set back from the existing pavement. A landscaped area is provided in between the houses and the street within which existing Oak trees are retained. New gently sloping footpaths are provided through this area to provide pedestrian access to the houses.

The houses are designed with pitched, slate tiled roofs. Within each terrace the houses alternate between 2-storey and 3-storey, with the 3-storey houses projecting above the eaves line. Projecting glazed boxes are provided over the entrances providing further articulation and interest. On the rear elevation the 3-storey houses incorporate dormer windows in the roofslope to provide the second floor accommodation. Large window openings provide good natural light in the houses and create a lightweight feel to the brick facades. Rainwater goods are provided within recesses in the brickwork to provide a sleek finish. Each of the houses has a small front garden and their own 10m deep private rear garden which backs onto, and provides direct access to, the central communal garden within the block.

### Conclusion for Design and External Appearance

The detailed design and appearance of the buildings proposed in Zones 2B, 4, 5B and 7 are considered to represent high quality design appropriate for the development. The architectural styles of the different zones have been prepared and considered in the context of the overall masterplan to ensure that they provide variety without jarring with each other. The designs will provide new contemporary buildings fit for the 21<sup>st</sup> century whilst respecting certain traditional characteristics of London housing. The proposed palette of materials will be secured through condition, but the proposals to use predominantly brick is considered appropriate and, along with good detailing, will ensure that the buildings will be durable.

## **3.5 Landscaping**

This section considers the reserved matter of landscaping for each of the character zones to which this application relates.

### Zone 2

Zone 2B provides a continuation of the landscape treatment already approved for Zone 2A in relation to the central courtyard within the zone and the main avenue that runs through the development.

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



The central avenue is a public tree lined street which forms the main route through the Stonegrove masterplan. This area will be predominantly hard landscaped using materials acceptable for public adoption by the Council. The avenue includes new trees to be planted within the footpath of the adopted highway. Varieties of hedgerow and farmland trees which have been adapted for urban planting are proposed to create a direct link with the greenbelt to the north.

#### Zone 4

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

In addition to the private gardens there are several publicly accessible amenity spaces provided throughout the wider masterplan. Whilst not in this phase, a new 230m long linear park running East/West between Stonegrove and Sterling Lane will be provided immediately adjacent to this phase. It provides a range of functions including green space, early years play space, a place to sit and meet neighbours and a place to promenade through. The park is divided into five sub areas, defined by the footways which connect from the street and car park spaces to the houses lining the Northern boundary. The park spaces are mostly lawn and low ground cover planting so that the space is open and visibility is maintained throughout.

The main landscaping proposals within Zone 4 relate to the proposed new streets where houses will have private front gardens defined by low hedges. Planted borders between houses and in front of windows will also be provided. Houses will have threshold paving space to allow residents to place planted pots. Due to constraints with adoptable standards for public highways, trees will be planted in private front gardens at the back of the footway.

#### Zone 5B & 7

The landscape treatment for Zones 5B and 7 comprises the central communal garden, the private gardens to the houses, the soft landscape buffer along Green Lane and the hard landscape along Academy Lane.

The central communal garden space is accessible from all houses and flats which surround it. The landscape design addresses the drop in level from west to east through a series of terraces and sloped planting. Areas of grass with play features and seating are linked by meandering footpaths. Smaller native trees and flowering fruit trees are proposed in this area. Buffer planting is provided around the lower floors of the buildings where they meet the garden area.

The landscape buffer along Green Lane provides a naturalistic area within which existing TPO Oak trees are retained and supplemented with new Oak trees.

Academy Lane along the eastern boundary of the London Academy is proposed to be a shared surface street that will not be adopted by the Council. This street and the other shared surface entrance to the north of this zone comprise hard landscaping with more formal lines of trees. At the south western end of Academy Lane a large TPO Oak tree and three other trees will be retained and these will provide an important setting for the new buildings and the adjacent public square.

Each of the houses is provided with a private garden while each flat is provided with a private balcony or terrace. This, combined with the central communal garden provides sufficient amenity space for the residents.

### Amenity Space Provision

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

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

The minor amendments to the overall Masterplan have resulted in an increase in houses with private gardens specifically within the southern half of the Masterplan Zones 3 and 4, as also in Zone 7 along Green Lane.

In terms of specific amenity provision, 13,500m<sup>2</sup> of private rear garden space was previously provided for the houses on site. This has now increased to an overall total of 21,489m<sup>2</sup>. Correspondingly the amount of communal amenity space has marginally decreased to reflect the switch from flats to houses, whilst the public open space across the site has remained at broadly the same level.

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

- Zone 2B - 600m<sup>2</sup> private, 600m<sup>2</sup> communal and 2,037m<sup>2</sup> public;
- Zone 4 - 3,776m<sup>2</sup> private;
- Zone 5b & 7 - 2,137m<sup>2</sup> private, 2,433m<sup>2</sup> communal and 4,359m<sup>2</sup> public.

### Conclusion for Landscaping

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

The palette of external landscape materials will build on those that have been used in the earlier phases of the development to provide continuity in the public realm. Final details of planting species and other details will be submitted in due course under Condition 33 of the outline planning application which states:

*'Prior to the commencement of development for each phase as shown on the approved Phasing Plan the approved phasing plan ref: 10930 MP 46 - Rev.C dated 25 August 2011 (or any subsequent amendments to it that have been agreed in writing by the local planning authority) a scheme for hard and soft landscaping (in general conformity with the Rummey Design 'Trees, Planting and Biodiversity Strategies' document Revision A dated August 2007 submitted as part of this planning application) for that phase shall be submitted to and approved in writing by the local planning authority. The details of landscaping shall include the following:*

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

The above details will have to be submitted and approved by Officers prior to the commencement of the development in each of the zones considered under this application.

### **3.6 Residential Standards**

Policy 3.5 of the London Plan requires the design of all new dwellings to meet dwelling space standards which are set out in Table 3.3 of the plan.

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

As with the original Masterplan, all proposed units within the remaining phases will be designed to Lifetime Homes Standards including those which are the subject of this reserved matters application (Zone 2, 4, 5b and 7).

### **3.7 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.

The site has a PTAL (Public Transport Accessibility Level) of between 1a and 2. Character Zones 5B and 7 were assessed as 1a while Character Zone 4 was assessed to be 2.

### Access

Access was approved as part of the outline application. Vehicular access to the overall development will be via a number of points including a new priority junction on the A5 (Stonegrove) north of Pangbourne Drive and left-in / left-out junction onto Spur Road as well as the existing access points on Green Lane and Kings Drive. Compliance with the access parameters has been addressed in Section 3.3 of this report and it has been shown that the zones being considered under this current application are in compliance with the original outline consent.

Zone 4 includes two new roads that are to be adopted by the Highways Authority. These will need to be constructed to adoptable standards in terms of layout and construction. The adoptable road layout is highlighted on various drawings submitted as part of this application including the Transport Statement. All roads in these character zones will also need to be designed to accommodate refuse and emergency vehicles regardless whether roads are adopted or not by the Council. The access roads leading to the substation are also designed to accommodate large vehicles proposed to enter these areas. Swept paths have been provided to demonstrate that adequate vehicle movements can take place on all of the roads throughout the zones submitted in this application. This includes an appropriate servicing route to the substation with swept paths confirming low loader type articulated Lorries can manoeuvre to and from the station.

The detailed design of these adoptable roads will be subject to a Section 38 agreement under the Highways Act (1980). However, initial discussions have taken place with Highways Officers regarding the specifications of pavement width, carriageway width, materials and tree locations. Details of all new junctions within these zones will also be submitted under Condition 10 of the outline planning consent (H/03635/11).

The vehicular access to Character Zones 5B & 7 is via Green Lane which is an existing adopted highway. Green Lane will remain unchanged by the development proposals except where new vehicular crossovers are created to serve the entrances to the car parks for the blocks. There are no roads offered for adoption in these zones. The new roads within these Zones will remain private and these mainly form access routes to underground basement car parks. These roads will be designed to give pedestrians and cyclists more priority. The highway layout will still be designed to accommodate refuse and emergency vehicles.

The vehicular access for Zone 2B will be via the central avenue which will be offered for adoption. The basement car park is accessed by a ramp off Canons Way which is a non-adopted road. This is in full accordance with the original masterplan.

It is noted that, the refuse collection proposals are designed in accordance with Council's guidance notes "Information for developers and architects – provision of domestic and organic waste collection services, and recycling facilities". Access roads within the development have been designed to accommodate refuse vehicles

but these will remain private and not adopted by the Highways Authority. An indemnity agreement will be required between the Council and the applicant to enable the refuse & recycling vehicles to accessing non adopted areas.

Refuse collection details have been submitted for each of the zones and have been designed in accordance with Council's guidance notes "Information for developers and architects – provision of domestic and organic waste collection services, and recycling facilities".

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

### Traffic Impact

It is considered that the extra vehicle movements likely to be generated by the zones that are the subject of this application can be accommodated within the capacity that currently exists on the highway network within the vicinity of the development.

A detailed Transport Assessment (TA) was submitted with the outline planning application which established vehicular trip rates for the development. The TA for the overall redevelopment of Stonegrove and Spur Road Estates concluded there would be an increase in vehicle trips on the local highway.

To mitigate this increase 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.

### Parking

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

Parking is provided to all houses in Zone 4 in either the form of a driveway, garage or covered car port. Within this zone, some of the houses have two car parking spaces where there is a driveway space in addition to their garage or car port.

The houses in Zone 7 each have a dedicated parking space within the basement car park below Zone 5B and 7 with their own private access to the basement from within the house.

Within the zones which are subject to this reserved matters application, a total of 313 marked car parking spaces are provided for 295 residential units. This comprises the following:

- Zone 2B - 97 car parking spaces for 97 units;
- Zone 4 - 79 car parking spaces for 61 units;
- Zone 5B and 7 - 137 car parking spaces for 137 units.

The number of car parking spaces is considered appropriate and complies with the overall maximum of 1,000 spaces specified in the outline planning consent. A condition is recommended which requires the applicant to submit a Car Parking Management Plan prior to the occupation of each phase.

Large areas of secure cycle storage has been provided throughout the scheme, resulting in a ratio of 1 space per unit. As part of this reserved matters application, cycle parking is provided in the basement of Zones 2B, 5B and 7 and secure ground level areas within the gardens to the houses in Zone 4. There has been no change to the cycle parking strategy as a result of the overall Masterplan amendments, and this reserved matters submission is in accordance with the outline planning permission.

### Related Highways Conditions

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

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

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

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

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

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

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

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

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

### **3.8 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:*

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

A design code has been submitted and approved for the remaining phases of the development (application reference H/02172/12) The Code sets out urban design principles for the ongoing design development of the site and covers issues such as street layout, block principles, massing, building height, hierarchy of public spaces and public realm principles, car parking strategies, boundary treatment and building materials and details.

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

## Sustainability

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

All of the dwellings in the overall redevelopment of Stonegrove will be built to Code for Sustainable Homes Level 3 standards as is specified in Condition 58.

The overall development has been designed to minimise its impact on the environment with a particular emphasis on using less energy. The regeneration includes the provision of an Energy Centre which will provide the heating and hot water requirements of the homes throughout the development. The Energy Centre will generate electricity using a Combined Heat and Power (CHP) which is then sold back to the grid. The excess heat from this process provides heating for hot water and space heating for the development.

The Energy Centre is now proposed to be located within the southern end of Zone 5B. This relocation is necessary due to the phasing and build-out of the overall scheme and the requirements for improved access to the Energy Centre for future maintenance and connections. The aim of this proposal is to ensure less disruption to the proposed residential accommodation by improving the ease by which vehicles are able to access the Energy Centre for maintenance purposes driving straight in from Green Lane. As a result of the decision to move the Energy Centre to Zone 5B it will be provided in the next phase of the development to be constructed.

### **3.9 Compulsory Purchase Order**

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

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

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

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

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

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

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

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

- age;
- disability;



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

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

Residents of the Stonegrove and Spur Road estates were involved in the preparation and design of the masterplan from the outset. Resident participation and engagement has been at the heart of the proposals and has been carried through each phase delivered to date.

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

The new buildings proposed as part of the application will be required to comply with current legislative requirements in respect of equality and diversity related matters, for example access for the disabled under Part M of the Building Regulations. In addition to this the development would ensure that in several regards the building constructed would exceed the minimum requirements of such legislation. For example all of the homes within the scheme are designed to meet Lifetime Homes standards. The scheme promotes access to wheelchair users and guests. All entrances to each building are through level thresholds. Links between floors are provided via DDA compliant staircases and lifts. 10% of the homes are required to be wheelchair accessible or easily adaptable for wheelchair use.

The proposals are considered to meet the requirements for establishing a high quality inclusive design, providing an environment which is accessible to all and which can be maintained over the lifetime of the development. It is considered by officers that the submission is acceptable with regard to equalities and diversity matters. The proposals do not conflict with either Barnet Council's Equalities Policy or the commitments set in our Equality Scheme and supports the council in meeting its statutory equality responsibilities.

## 5. CONCLUSION

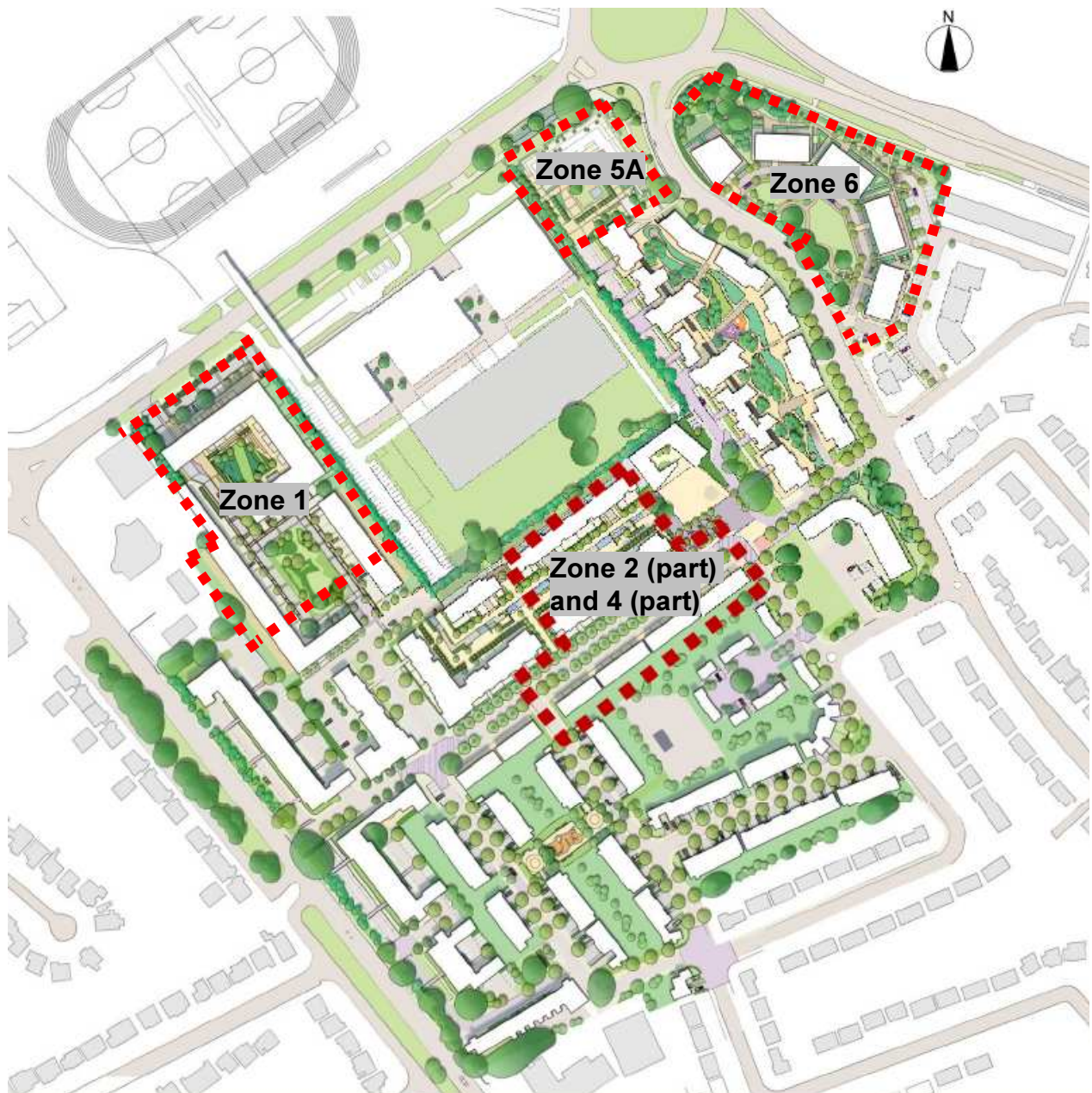
Zones 2B, 4, 5B and 7 will deliver 295 new homes within the Stonegrove and Spur Road estates regeneration. This will comprise a mix of private sale, shared ownership and affordable rented units.

The reserved matters of detailed design and appearance and landscaping for these zones have been assessed and it is considered that the proposals will deliver high quality, sustainable, spacious residential accommodation within designs that are befitting of a 21<sup>st</sup> century regeneration project. The contemporary architectural approach is considered to be appropriate whilst the scale and form of the buildings respect the surrounding residential context. The use of brick throughout these zones phase will provide a robust material as well as continuity across the overall masterplan. The overall layout and design of the buildings and landscape is considered to create a high quality residential environment and enhanced public realm.

The application has also considered a number of adjustments and amendments to the masterplan for the development and it has been concluded that these are acceptable. The plans submitted for Zone 2B, 4, 5B and 7 are considered to be substantially in accordance with the parameters established by the outline consent approved under reference W13582/07 and extended by reference H/03635/11.

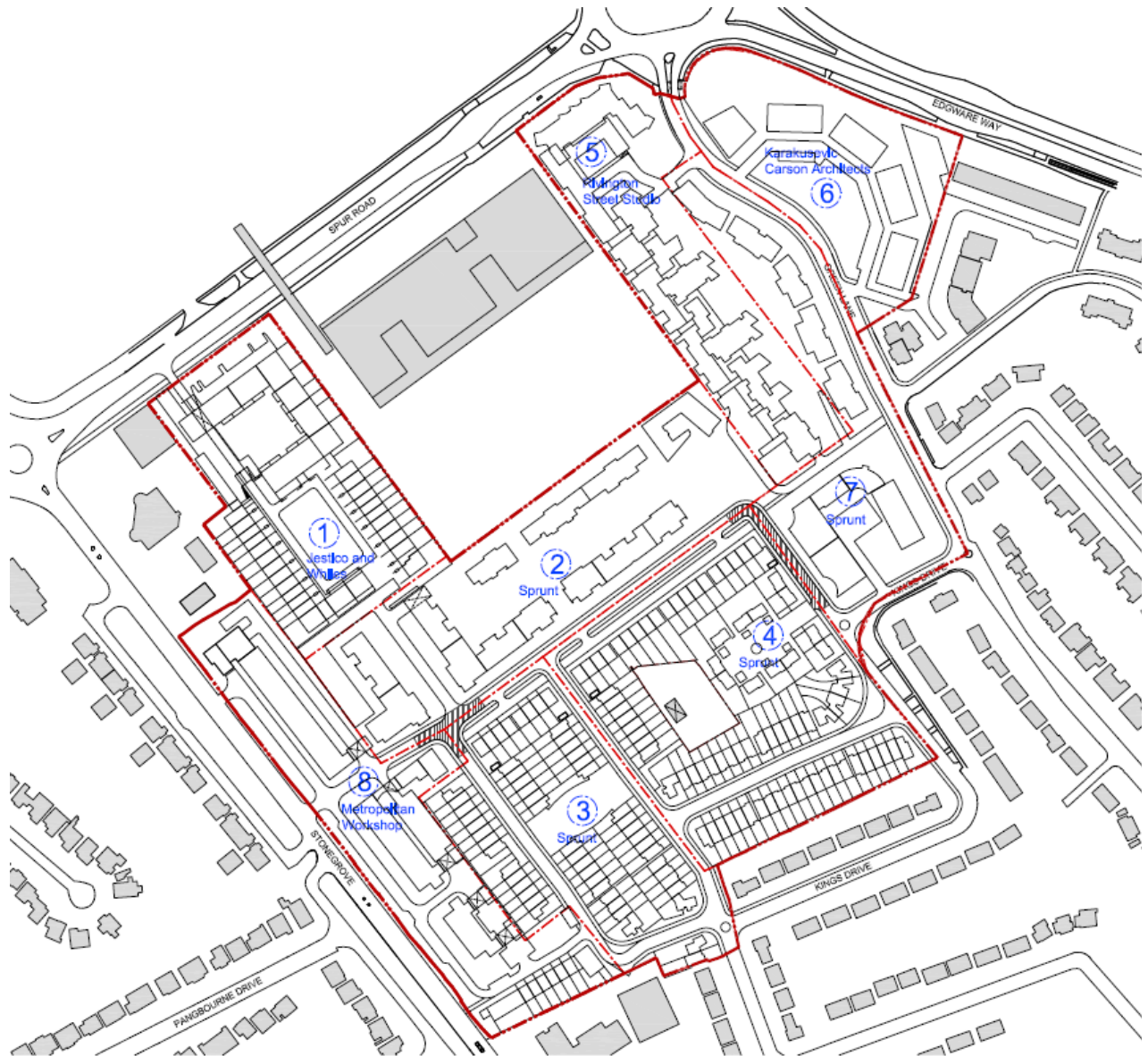
Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the Council to determine any application in accordance with the statutory development plan unless material considerations indicate otherwise. All relevant policies contained within the Adopted Barnet UDP, The Mayor's London Plan and the Barnet Local Plan, as well as other relevant guidance and material considerations, have been carefully considered and taken into account by the Local Planning Authority. It is concluded that the proposals for Zone 2B, 4, 5B and 7 are substantially within the parameters established by the outline planning consent. The application generally and taken overall accords with the relevant development plan policies. Accordingly, subject to the conditions set out in the recommendations section at the beginning of this report, the application is recommended for **Approval**.

## APPENDIX 1 – Phases Approved to Date



## APPENDIX 2 – Character Zones

Original Masterplan showing the 8 different Character Zones





[illegible]

**APPENDIX 3 – Programme of development approved to date including this application**

<b>Zone</b>	<b>No. Units</b>	<b>Social / Affordable Rented</b>	<b>Shared Ownership</b>	<b>Private Sale</b>	<b>Date Approved</b>	<b>Status</b>
Outline Consent	937	280	137	520	October 2007	Approved
Zone 1	116	65	13	38	October 2007	Complete and occupied
Zone 6	98	45	17	36	September 2009	Complete and occupied
Zone 5A	67	0	0	67	February 2010	Complete and partly occupied
Zone 2A	107	107	0	0	Approved March 2011	Under construction
Zone 2B	97	0	52	45	Current	Yet to be started
Zone 4	61	0	0	61	Current	Yet to be started
Zone 5B & 7	137	41	0	96	Current	Yet to be started
<b>Total Units to date (including this application)</b>	<b>683</b>	<b>258</b>	<b>82</b>	<b>343</b>		
<b>Units Remaining</b>	<b>254</b>	<b>22</b>	<b>55</b>	<b>177</b>		

[illegible]



## APPENDIX 5 – London Plan Residential Space Standards

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

	Dwelling type (bedroom (b)/persons-bedspaces (p))	GIA (sq m)
Flats	1p	37
	1b2p	50
	2b3p	61
	2b4p	70
	3b4p	74
	3b5p	86
	3b6p	95
	4b5p	90
	4b6p	99
2 storey houses	2b4p	83
	3b4p	87
	3b5p	96
	4b5p	100
	4b6p	107
3 storey houses	3b5p	102
	4b5p	106
	4b6p	113



## APPENDIX 6 - KEY POLICY CONTEXT AND ANALYSIS

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

Policy	Content Summary	Extent of compliance and comment
1.1 (Delivering the strategic vision and objectives for London)	Strategic vision and objectives for London including managing growth and change in order to realise sustainable development and ensuring all Londoners to enjoy a good and improving quality of life.	Compliant: The proposal is considered to constitute sustainable development and will contribute towards the regeneration of one of the Council's priority housing estates.
3.3 (Increasing housing supply)	Boroughs should seek to achieve and exceed the relevant minimum borough annual average housing target. For Barnet the target is 22,550 over the next 10 years with an annual monitoring target of 2,255.	Compliant: The proposal would provide 295 new homes contributing towards strategic housing targets for Barnet and London.
Policy 3.5 (Quality and design of housing developments)	<p>Housing developments should be of the highest quality internally, externally and in relation to their context and wider environment, taking account of the policies in the London Plan.</p> <p>The design of all new housing should incorporate the London Plan minimum space standards and enhance the quality of local places, taking account of physical context, local character, density, tenure and land use mix and relationships with and provision of spaces.</p>	<p>Compliant: The application is considered to demonstrate the influence of these policies and compliance with their key objectives.</p> <p>The design approach proposed takes suitable account of its context, the character of the area, the developments relationships with neighbouring buildings and spaces and provides a scheme of appropriate design quality.</p> <p>The new dwellings proposed would all achieve the relevant London Plan minimum space standards.</p> <p>These issues are discussed in greater detail in section 3 of the report.</p>
Policy 3.6 (Children and young people's play and informal recreation facilities)	New housing should make provision for play and informal recreation based on the child population generated by the scheme and an assessment of future needs.	Compliant: The proposal provides sufficient quantities of space for play and informal recreation. Within the communal courtyards in Zone 2b and 5B&7 play space is incorporated into the proposed landscape. The provision of play space has been considered at the outline application stage across the wider masterplan.
3.8 (Housing choice)	<p>Londoners should have a genuine choice of homes that they can afford and which meet their requirements, including:</p> <ul style="list-style-type: none"> <li>• New developments should offer a range of housing sizes and types.</li> <li>• All new housing should be built to Lifetime Homes standard.</li> <li>• 10% of new housing is designed to be wheelchair accessible, or easily adaptable for wheelchair users.</li> </ul>	<p>Compliant: The proposed development is considered to provide an appropriate mix of dwelling types and sizes.</p> <p>All of the units would be built to achieve the Lifetime Homes Standard and 10% of the units would be designed to be wheelchair accessible, or easily adaptable for wheelchair users.</p>
Policy 3.9 (Mixed and balanced communities);	Communities mixed and balanced by tenure and household income should be promoted across London.	Compliant: The proposals will contribute to the objective of creating a new, mixed and balanced community comprising new private sale homes as well as affordable housing that will bring social, economic and environmental benefits to the surrounding area.

Policy 5.1 (Climate Change Mitigation); Policy 5.2 (Minimising carbon dioxide emissions);	<p>Development proposals should make the fullest contribution to minimising carbon dioxide emissions in accordance with the energy hierarchy.</p> <p>The Mayor will seek to ensure that developments meet the following target for CO<sub>2</sub> emissions, which is expressed as year improvements on the 2010 Building Regulations:</p> <p>2010 to 2013: 25% (Code for Sustainable Homes level 4);</p> <p>Major development proposals should include a comprehensive and appropriately detailed energy assessment to demonstrate how these targets are to be met within the framework of the energy hierarchy (Be lean, be clean, be green).</p>	<p>The Sustainability Initiatives and Energy Strategy for the overall site remain as previously approved at the outline stage.</p> <p>All of the dwellings in these zones will be built to Code for Sustainable Homes Level 3 standards as is specified in Condition 58 on the outline consent.</p> <p>The overall development has been designed to minimise its impact on the environment with a particular emphasis on using less energy. The overall development includes the provision of an Energy Centre which will provide the heating and hot water requirements of the homes throughout the development. This will be delivered in Zone 5B.</p>
Policy 5.3 (Sustainable design and construction)	<p>Development proposals should demonstrate that sustainable design standards are integral to the proposal, considered from the start of the process and meet the requirements of the relevant guidance.</p>	<p>Compliant: The proposal includes a range of elements and measures to achieve an appropriate level in respect of sustainable design and construction, provide an acceptable standard of environmental performance and adapt to the effects of climate change. This includes the new dwellings achieving Code for Sustainable Homes level 3.</p> <p>The development is considered to demonstrate the influence of this policy and compliance with its key objectives. Conditions have been recommended to ensure that this is carried through to implementation.</p>
Policy 5.6 (Decentralised energy in development proposals)	<p>Development should evaluate the feasibility of combined heat and power (CHP) systems and where they are appropriate also examine the opportunities to extend the system beyond the site boundary.</p> <p>Energy systems should be selected in the following hierarchy, connection to existing heating or cooling networks; site wide CHP network; communal heating and cooling.</p>	<p>Compliant: The overall development includes the provision of an Energy Centre which will provide the heating and hot water requirements of the homes throughout the development. This will be delivered in Zone 5B.</p>
Policy 5.7 (Renewable energy); Policy	<p>Within the framework of the energy hierarchy proposals should provide a reduction in expected carbon dioxide emissions through the use of on site renewable energy generation where feasible.</p>	<p>Compliant: The overall development includes the provision of an Energy Centre which will provide the heating and hot water requirements of the homes throughout the development. This will be delivered in Zone 5B. The Energy Centre was originally proposed to be fuelled by Biomass to achieve the renewable energy objectives.</p>
Policy 5.10 (Urban greening);	<p>Development proposals should integrate green infrastructure from the beginning of the design process to contribute to urban greening.</p>	<p>Compliant: These zones of the development include the provision of new trees as well as areas of open space which will include grass and planted areas.</p>
Policy 5.12 (Flood risk management);	<p>Proposals must comply with the flood risk assessment and management requirements of set out in PPS25.</p>	<p>Compliant: The proposal is compliant with the Flood Risk Assessment that was approved for the outline planning consent. The Environment Agency have</p>

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

**Table 2: Analysis of the proposals compliance with Barnet UDP (May 2006) Saved Policies**

<b>Policy</b>	<b>Content Summary</b>	<b>Extent of Compliance and Comment</b>
GSD (Sustainable development)	Ensure development and growth is sustainable.	Compliant: It is considered that this development demonstrates the influence of this policy and achieves the overall requirements of this policy.
GBEnv1 (Character); GBEnv2 (Design); GBEnv3 (Safe environment)	<ul style="list-style-type: none"> <li>Enhance the quality and character of the built and natural environment.</li> <li>Require high quality design.</li> <li>Provide a safe and secure environment.</li> </ul>	Compliant: The application demonstrates the influence of this policy and will produce a development with an appropriate design response. Officers consider that the design principles that underpin the application fulfil the key criteria of these policies.
D1 (High quality design)	Development should: <ul style="list-style-type: none"> <li>Be of high quality design</li> <li>Be sustainable</li> <li>Ensure community safety</li> </ul>	Compliant: The application demonstrates the influence of this policy and would produce a development with high quality design.
D2 (Character)	Protect or enhance local character and respect the overall character and quality of the area.	Compliant: The proposals accord with the height and layout parameters of the outline planning consent and are considered to respect the character and scale of the surrounding area and will enhance this through the removal of the existing blocks across the estate and replacement with new high quality housing.
D3 (Spaces)	Spaces should enhance the development and be in keeping with the overall area.	Compliant: The design of the new streets and spaces in and around the development would enhance the application site and be in keeping with the character of the overall area.

D5 (Outlook)	New developments should be designed to allow for adequate daylight, sunlight, privacy and outlook for adjoining and potential occupiers and users.	Compliant: The design and siting of the development is such that it would fulfil the requirements of this policy in respect of both adjoining and potential occupiers and users.
D6 (Street interest)	New development should provide visual interest at street level.	Compliant: The design approach proposed is considered to provide a good level of visual interest at street level.
D9 (Designing out crime); D10 (Improving community safety)	Development to be designed to reduce crime and fear of crime. Safety and Security to be secured through planning obligations where proposal would affect community safety.	Compliant: The submission is considered to demonstrate the influence of this policy and be compliant with the key elements of this policy.  The Metropolitan Police Service and London Fire and Emergency Protection Authority have not expressed any objections to the proposals.
D11 (Landscaping); D13 (Tree protection and enhancement)	Proposals should: <ul style="list-style-type: none"> <li>• Achieve a suitable visual setting for buildings</li> <li>• Provide attractive and accessible spaces</li> <li>• Contribute to community safety, environmental and ecological quality</li> <li>• Retain and protect as many trees as practicable (with Tree Preservation Orders made if appropriate)</li> <li>• Ensure appropriate new planting</li> </ul>	Compliant: The landscape design of new public streets and private communal gardens within the application zones address the key objectives of this policy.
M1 (Transport Accessibility)	The council will expect major developments with the potential for significant trip generation to be in locations which are, or will be made, accessible by a range of modes of transport.	Compliant: The development is considered to have an appropriate degree of accessibility. The trip rates and traffic impact were assessed and accepted at the outline application stage.
M2 (Transport impact assessments)	The council will require developers to submit a full transport impact assessment.	Compliant: A suitable Transport Statement has been submitted with the application. This assesses the transport impacts of the development and demonstrates that the development can be satisfactorily accommodated on the site.
M3 (Travel plans)	For significant trip-generating developments the council will require the occupier to develop and maintain a Travel Plan.	Compliant: A Travel Plan will be prepared for the development in accordance with the obligations contained within the s106 agreement for the scheme.
M4 (Pedestrians and cyclists – widening opportunities); M5 (Pedestrians and cyclists – improved facilities)	Developers will be expected to provide convenient safe and secure facilities for pedestrians and cyclists both (both on and off-site) and encourage access to developments by pedestrians and cyclists, maximising opportunities to travel on foot and by cycle.	Compliant: Subject to the controls in place under conditions recommended the development is considered to provide appropriate facilities and access for the development.
M11 (Safety of road users); M12 (Safety of road network); M13 (Safe access to new development)	<p>The council will ensure that the safety of road users, particularly those at greater risk, is taken fully into account when considering development proposals.</p> <p>The council will seek to reduce accidents by refusing development proposals that unacceptably increase conflicting movements on the road network or increase the risk, or perceived risk, to vulnerable road users.</p> <p>The council will expect developers to</p>	<p>Compliant: The design of the development is considered to take full account of the safety of all road users and would not unacceptably increase conflicting movements on the road network or increase the risk, or perceived risk, to vulnerable road users.</p> <p>The proposal is considered to demonstrate that acceptable and safe access for all road users, including pedestrians would be provided to the site.</p>

	provide safe and suitable access for all road users (including pedestrians) to new developments.	
M14 (Parking standards)	<p>The council will expect development to provide parking in accordance with the London Plan parking standards, except in the case of residential development, where the standards will be:</p> <ul style="list-style-type: none"> <li>• 2 to 1.5 spaces per unit for detached and semi-detached houses;</li> <li>• 1.5 to 1 spaces per unit for terraced houses and flats; and</li> <li>• 1 to less than 1 space per unit for development consisting mainly of flats.</li> </ul>	Compliant: The proposal is considered to demonstrate the influence of this policy. The level of car parking proposed is in accordance with the outline planning consent.
H16 (Residential development - character)	<p>Residential development should:</p> <ul style="list-style-type: none"> <li>• Harmonise with and respect the character of the area.</li> <li>• Be well laid out.</li> <li>• Provide adequate daylight, outlook and residential amenity,</li> <li>• Provide a safe and secure environment</li> <li>• Maintain privacy and prevent overlooking.</li> <li>• Provide adequate amenity space.</li> </ul>	Compliant: The proposals accord with the height and layout parameters of the outline planning consent and are considered to respect the character and scale of the surrounding area and will enhance this through the removal of the existing blocks across the estate and replacement with new high quality housing. The proposals are considered to comply with all aspects of this policy.
H17 (Residential development – privacy standards)	Development to provide appropriate distances between facing habitable rooms to allow privacy and prevent overlooking.	Compliant: Subject to the conditions recommended the proposal includes design measures which would provide adequate privacy and prevent overlooking for future and neighbouring occupiers.
H18 (Residential development – amenity space standards)	The minimum provision of amenity space for new residential schemes is 5m <sup>2</sup> per habitable room for flats and 70m <sup>2</sup> for houses with 6 habitable rooms. Proposals in or near town centre sites may be exempt from this requirement if alternative amenities are provided.	<p>Compliant: The flats proposed have been provided with a mixture of communal and private amenity space of sufficient size to meet the requirements of this policy. Each house has a private garden, however some houses fall below the garden area standards. Where this is the case houses have access to new public open space within the development. This is considered acceptable when weighed against the regeneration objectives of the development. The scheme includes the following space:</p> <ul style="list-style-type: none"> <li>• Zone 2B - 600m<sup>2</sup> private, 600m<sup>2</sup> communal and 2,037m<sup>2</sup> public;</li> <li>• Zone 4 - 3,776m<sup>2</sup> private;</li> <li>• Zone 5b &amp; 7 - 2,137m<sup>2</sup> private, 2,433m<sup>2</sup> communal and 4,359m<sup>2</sup> public.</li> </ul>
H20 (Residential development – public recreational space)	Permission will only be granted for housing developments if they provide proportionate amounts of public recreational space, consummate improvements or contribute towards providing children's play space, sports grounds and general use areas where a deficiency in open space exists.	Compliant: The overall masterplan will provide new pocket park and public square. Communal gardens and courtyards are provided in Zone 2B and 5B/7 which will incorporate opportunities for children's play.

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

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

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

	<p>buildings, spaces and streets.</p> <p>Development should ensure attractive, safe and vibrant streets which provide visual interest. Proposal should create safe and secure environments, reduce opportunities for crime and minimise fear of crime.</p> <p>Development should be designed to allow for adequate daylight, sunlight, privacy and outlook for adjoining and potential occupiers and users. Lighting schemes should not have a demonstrably harmful impact on amenity or biodiversity. Proposals should retain outdoor amenity space.</p> <p>Trees should be safeguarded and when protected trees are to be felled the Council will require suitable tree replanting. Proposals will be required to include landscaping that is well laid out; considers the impact of hardstandings on character; achieves a suitable visual setting; provides an appropriate level of new habitat; makes a positive contribution to the surrounding area; contributes to biodiversity (including the retention of existing wildlife habitat and trees); and adequately protects existing trees and their root systems.</p>	<p>and in relation to its context and wider environment.</p> <p>The Metropolitan Police Service and London Fire and Emergency Protection Authority have not expressed any concerns about the proposals and the development is found to create a safe and secure environment.</p> <p>The design of the development is such that it would fulfil the requirements of this policy in respect of the amenities of both adjoining and potential occupiers and users. The scheme would provide an acceptable level of new outdoor amenity space.</p> <p>The proposal would result in the removal of trees but adequate replacement planting has been proposed.</p>
DM02 (Development standards)	Development will be expected to demonstrate compliance with relevant standards, supported by the guidance provided in the Council's Supplementary Planning Documents.	Compliant: The submission is considered to meet the relevant standards. All the dwellings would achieve Code for Sustainable Homes Level 3, meet the Lifetime Homes Standards and achieve the London Plan minimum floor space standards. 10% of the dwellings would be constructed to be easily adaptable to wheelchair accessible standards.
DM03 (Accessibility and inclusive design)	Developments should meet the highest standards of accessible and inclusive design.	Compliant: The proposal includes a range of measures to ensure that the development would provide an accessible and inclusive environment for all members of the community.
DM04 (Environmental considerations)	<p>Developments are required to demonstrate their compliance with the Mayor's targets for reductions in carbon dioxide emissions within the framework of the energy hierarchy.</p> <p>Where decentralised energy is feasible or planned development will provide either suitable connection; the ability for future connection; a feasibility study or a contribution to a feasibility study.</p> <p>Proposals should be designed and sited to reduce exposure to air pollutants and ensure that development is not contributing to poor air quality. Locating development that is likely to generate unacceptable noise levels close to noise sensitive uses will not normally be permitted. Proposals to</p>	<p>Compliant: The Sustainability Initiatives and Energy Strategy for the overall site remain as previously approved at the outline stage.</p> <p>All of the dwellings in these zones will be built to Code for Sustainable Homes Level 3 standards as is specified in Condition 58 on the outline consent.</p> <p>The overall development has been designed to minimise its impact on the environment with a particular emphasis on using less energy. The overall development includes the provision of an Energy Centre which will provide the heating and hot water requirements of the homes throughout the development. This will be delivered in Zone 5B.</p> <p>The proposal is compliant with the Flood Risk Assessment that was approved for the outline planning consent. The Environment Agency has not raised any objections to the proposal.</p>



	<p>locate noise sensitive development in areas with existing high levels of noise not normally be permitted. Mitigation of noise impacts through design, layout and insulation will be expected where appropriate.</p> <p>Development on land which may be contaminated should be accompanied by an investigation to establish the level of contamination. Proposals which could adversely affect ground water quality will not be permitted.</p> <p>Development should demonstrate compliance with the London Plan water hierarchy for run off, especially in areas prone to flooding.</p>	
DM05 (Tall buildings)	Tall buildings outside the strategic locations identified in the Core Strategy will not be considered acceptable.	Compliant: Zone 2B includes a building of 10 storeys in accordance with the heights parameter plans that were approved at the outline stage. Stonegrove and Spur Road Estate is identified as a strategic location in the Core Strategy. The overall development will result in the demolition of the existing 11 storey tower blocks across the estate.
DM08 (Ensuring a variety of sizes of new homes to meet housing need)	<p>Development should provide, where appropriate a mix of dwelling types and sizes in order to provide choice.</p> <p>Barnet's dwelling size priorities are 3 bedroom properties the highest priority for social rented dwellings, 3 and 4 bedroom properties the highest priority for intermediate affordable dwellings and 4 bedroom properties the highest priority for market housing, with three bedroom properties a medium priority.</p>	Compliant: The submission is considered to demonstrate the influence of this policy and provides an appropriate mix of dwelling types and sizes.
DM17 (Travel impact and parking standards)	<p>The Council will :</p> <ul style="list-style-type: none"> <li>- Ensure that the safety of all road users is taken into account when considering development proposals.</li> <li>- Ensure that roads within the borough are used appropriately according to their status.</li> <li>- Expect major development proposals with the potential for significant trip generation to be in locations which are (or will be) highly accessible by a range of transport modes. Developments should be located and designed to make the use of public transport more attractive.</li> <li>- Require a full Transport Assessment where the proposed development is anticipated to have significant transport implications.</li> <li>- Require the occupier to develop, implement and maintain a satisfactory Travel Plan to minimise increases in road traffic and meet mode split targets.</li> <li>- Expect development to provide safe and suitable access arrangements for all road users.</li> </ul>	<p>Compliant: A suitable Transport Statement has been submitted with the application. This assesses the transport impacts of the development and demonstrates that the development can be satisfactorily accommodated on the site in accordance with the Transport Assessment that was agreed as part of the outline application.</p> <p>The design of the development is considered to take full account of the safety of all road users, includes appropriate access arrangements and would not unacceptably increase conflicting movements on the road network or increase the risk to vulnerable road users.</p> <p>The level of car parking proposes is in accordance with the outline planning consent.</p>

	<ul style="list-style-type: none"> <li>- Require appropriate measures to control vehicle movements, servicing and delivery arrangements.</li> <li>- Require, where appropriate, improvements to cycle and pedestrian facilities.</li> <li>- Parking will be expected to be provided in accordance with the following per unit maximum standards: <ul style="list-style-type: none"> <li>i. 2 to 1.5 spaces for detached and semi-detached houses and flats (4 or more bedrooms).</li> <li>ii. 1.5 to 1 spaces for terraced houses and flats (2 to 3 bedrooms).</li> <li>iii. 1 to less than 1 space for developments consisting mainly of flats (1 bedroom).</li> </ul> </li> <li>- Residential development may be acceptable with limited or no parking outside a Controlled Parking Zone only where it can be demonstrated that there is sufficient on street parking capacity.</li> </ul>	
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## APPENDIX 7 - INFORMATIVES

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

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

The reserved matters of detailed design, appearance and landscaping for Zones 2B, 4, 5B and 7 have been assessed and it is considered that the proposals will deliver high quality, sustainable, spacious residential accommodation for future occupiers without causing any unacceptable harm to the amenities of neighbouring properties. The contemporary architectural approach is considered to be appropriate whilst the scale and form of the buildings respect the surrounding residential context. The use of brick throughout these zones phase will provide a robust material as well as continuity across the overall masterplan. The overall layout and design of the buildings and landscape is considered to create a high quality residential environment and enhanced public realm.

The plans submitted for Zone 2B, 4, 5B and 7 are considered to be substantially in accordance with the parameters established by the outline consent approved under reference W13582/07 and extended by reference H/03635/11. The proposals provide appropriate level of car parking in accordance with the requirements of the outline consent.

The proposals are considered to meet the requirements for establishing a high quality inclusive design, providing an environment which is accessible to all and which can be maintained over the lifetime of the development.

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

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

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

Policy	Content Summary
1.1 (Delivering the strategic vision and objectives for London)	Strategic vision and objectives for London including managing growth and change in order to realise sustainable development and ensuring all Londoners to enjoy a good and improving quality of life.
3.3 (Increasing housing supply)	Boroughs should seek to achieve and exceed the relevant minimum borough annual average housing target. For Barnet the target is 22,550 over the next 10 years with an annual monitoring target of 2,255.
Policy 3.5 (Quality and design of	Housing developments should be of the highest quality internally, externally and in relation to their context and wider environment, taking account of the

housing developments)	<p>policies in the London Plan.</p> <p>The design of all new housing should incorporate the London Plan minimum space standards and enhance the quality of local places, taking account of physical context, local character, density, tenure and land use mix and relationships with and provision of spaces.</p>
Policy 3.6 (Children and young people's play and informal recreation facilities)	New housing should make provision for play and informal recreation based on the child population generated by the scheme and an assessment of future needs.
3.8 ( Housing choice)	<p>Londoners should have a genuine choice of homes that they can afford and which meet their requirements, including:</p> <ul style="list-style-type: none"> <li>• New developments should offer a range of housing sizes and types.</li> <li>• All new housing should be built to Lifetime Homes standard.</li> <li>• 10% of new housing is designed to be wheelchair accessible, or easily adaptable for wheelchair users.</li> </ul>
Policy 3.9 (Mixed and balanced communities);	Communities mixed and balanced by tenure and household income should be promoted across London.
Policy 5.1 (Climate Change Mitigation); Policy 5.2 (Minimising carbon dioxide emissions);	<p>Development proposals should make the fullest contribution to minimising carbon dioxide emissions in accordance with the energy hierarchy.</p> <p>The Mayor will seek to ensure that developments meet the following target for CO<sub>2</sub> emissions, which is expressed as year improvements on the 2010 Building Regulations:</p> <p>2010 to 2013: 25% (Code for Sustainable Homes level 4);</p> <p>Major development proposals should include a comprehensive and appropriately detailed energy assessment to demonstrate how these targets are to be met within the framework of the energy hierarchy (Be lean, be clean, be green).</p>
Policy 5.3 (Sustainable design and construction)	Development proposals should demonstrate that sustainable design standards are integral to the proposal, considered from the start of the process and meet the requirements of the relevant guidance.
Policy 5.6 (Decentralised energy in development proposals)	<p>Development should evaluate the feasibility of combined heat and power (CHP) systems and where they are appropriate also examine the opportunities to extend the system beyond the site boundary.</p> <p>Energy systems should be selected in the following hierarchy, connection to existing heating or cooling networks; site wide CHP network; communal heating and cooling.</p>
Policy 5.7 (Renewable energy); Policy 5.9 (Overheating and cooling)	<p>Within the framework of the energy hierarchy proposals should provide a reduction in expected carbon dioxide emissions through the use of on site renewable energy generation where feasible.</p> <p>Proposals should reduce potential overheating and reliance on air conditioning systems and demonstrate this has been achieved.</p>
Policy 5.10 (Urban greening); Policy	Development proposals should integrate green infrastructure from the beginning of the design process to contribute to urban greening.
Policy 5.12 (Flood risk management);	Proposals must comply with the flood risk assessment and management requirements of set out in PPS25.
6.9 (Cycling); 6.10 (Walking)	<p>Proposals should provide secure, integrated and accessible cycle parking facilities in line with minimum standards and provide on-site changing facilities for cyclists.</p> <p>Development proposals should ensure high quality pedestrian environments and emphasise the quality of the pedestrian and street space.</p>

6.13: (Parking)	The maximum standards in the London Plan should be applied to planning applications and developments should also provide electrical charging points, parking for disabled people and cycle parking in accordance with the London Plan standards. Delivery and servicing needs should also be provided for.
7.3 (Designing out crime)	Development proposals should reduce the opportunities for criminal behaviour and contribute to a sense of security without being overbearing or intimidating.
7.21 (Trees and woodlands)	Existing trees of value should be retained and any loss as a result of development should be replaced. Wherever appropriate the planting of additional trees should be included in developments.

**Table 2: Summary of the Saved Barnet UDP (2006) policies relevant to this decision**

<b>Policy</b>	<b>Content Summary</b>
GSD (Sustainable development)	Ensure development and growth is sustainable.
GWaste (Waste disposal)	Encourage principles of: <ul style="list-style-type: none"> <li>• Waste management hierarchy</li> <li>• Best practical environmental option</li> <li>• Proximity principle.</li> </ul>
GBEnv1 (Character); GBEnv2 (Design); GBEnv3 (Safe environment)	<ul style="list-style-type: none"> <li>• Enhance the quality and character of the built and natural environment.</li> <li>• Require high quality design.</li> <li>• Provide a safe and secure environment.</li> </ul>
D1 (High quality design)	Development should: <ul style="list-style-type: none"> <li>• Be of high quality design</li> <li>• Be sustainable</li> <li>• Ensure community safety</li> </ul>
D2 (Character)	Protect or enhance local character and respect the overall character and quality of the area.
D3 (Spaces)	Spaces should enhance the development and be in keeping with the overall area.
D6 (Street interest)	New development should provide visual interest at street level.
D9 (Designing out crime); D10 (Improving community safety)	Development to be designed to reduce crime and fear of crime. Safety and Security to be secured through planning obligations where proposal would affect community safety.
D11 (Landscaping); D13 (Tree protection and enhancement)	Proposals should: <ul style="list-style-type: none"> <li>• Achieve a suitable visual setting for buildings</li> <li>• Provide attractive and accessible spaces</li> <li>• Contribute to community safety, environmental and ecological quality</li> <li>• Retain and protect as many trees as practicable (with Tree Preservation Orders made if appropriate)</li> <li>• Ensure appropriate new planting</li> </ul>
M5 (Pedestrians and cyclists – improved facilities)	Developers will be expected to provide convenient safe and secure facilities for pedestrians and cyclists both (both on and off-site) and encourage access to developments by pedestrians and cyclists, maximising opportunities to travel on foot and by cycle.
M11 (Safety of road users); M12 (Safety of road network); M13 (Safe access to new development)	<p>The council will ensure that the safety of road users, particularly those at greater risk, is taken fully into account when considering development proposals.</p> <p>The council will seek to reduce accidents by refusing development proposals that unacceptably increase conflicting movements on the road network or increase the risk, or perceived risk, to vulnerable road users.</p> <p>The council will expect developers to provide safe and suitable access for all road users (including pedestrians) to new developments.</p>

M14 (Parking standards)	<p>The council will expect development to provide parking in accordance with the London Plan parking standards, except in the case of residential development, where the standards will be:</p> <ul style="list-style-type: none"> <li>• 2 to 1.5 spaces per unit for detached and semi-detached houses;</li> <li>• 1.5 to 1 spaces per unit for terraced houses and flats; and</li> <li>• 1 to less than 1 space per unit for development consisting mainly of flats.</li> </ul>
H16 (Residential development - character)	<p>Residential development should:</p> <ul style="list-style-type: none"> <li>• Harmonise with and respect the character of the area.</li> <li>• Be well laid out.</li> <li>• Provide adequate daylight, outlook and residential amenity,</li> <li>• Provide a safe and secure environment</li> <li>• Maintain privacy and prevent overlooking.</li> <li>• Provide adequate amenity space.</li> </ul>
H17 (Residential development – privacy standards)	<p>Development to provide appropriate distances between facing habitable rooms to allow privacy and prevent overlooking.</p>
H18 (Residential development – amenity space standards)	<p>The minimum provision of amenity space for new residential schemes is 5m<sup>2</sup> per habitable room for flats and 70m<sup>2</sup> for houses with 6 habitable rooms</p>

2. A surface water strategy should be carried out as part of a Flood Risk Assessment (FRA) to demonstrate that the proposed development will not create an increased risk of flooding from surface water. This should be carried out in accordance with the National Planning Policy Framework and the PPS25 Practice Guidance giving preference to infiltration over discharge to a watercourse, which in turn is preferable to discharge to surface water sewer.

The London Plan policy 5.13 states that the mayor's preferred standards are that developers achieve Greenfield runoff rates. The mayor's essential standard is that a 50% reduction in post development runoff rates are achieved. Therefore, the FRA should address this by quantifying existing and proposed rates for the critical storm for a range of events up to the 100 year climate change event.

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

- Peak discharge rates from site will be reduced in accordance with policy 5.13 of the London Plan as a result of the proposed development, up to a 1 in 100 year storm with a suitable allowance for climate change.
- Discharge volumes from site will not increase as a result of the proposed development, up to a 1 in 100 year storm with a suitable allowance for climate change.
- The site will not flood from surface water up to a 1 in 100 year storm with a suitable allowance for climate change, or that any surface water flooding can be safely contained on site up to this event. There should be no flooding on site under the 1 in 30 year event. Some nominal controlled flooding of open spaces areas such as car parks will be

permitted provided that there is no risk to flooding of property or key infrastructure and it is ensured that there is no increase of offsite flows.

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

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

3. The applicant is advised that not all of the estate roads proposed to serve this development will be adopted. Therefore, in order for the councils refuse vehicles to enter non adopted roads, the estate road(s) shall be constructed to adoptable standards. The Council requires an indemnity agreement to be signed between the Council and the applicant. 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 applicant is advised that the development is located near the Strategic Road Network and will have an impact on the Strategic Road Network (SRN)/Transport for London Road Network (TLRN). The Traffic Management Act (2004) requires the Council to notify Transport for London (TfL) for implementation of construction works. The developer is expected to work with the Council to mitigate any adverse impact on public highway and would require TfL's approval before works can commence. For further details, please contact Traffic & Development Section – Environment, Planning and Regeneration Directorate, London Borough of Barnet, North London Business Park (NLBP) Building 4, Oakleigh Road South, London N11 1NP.
5. The applicant must submit a separate application under Section 184 of the Highways Act (1980) for the proposed vehicular access which will need to be constructed as a heavy duty access. The proposed access design details, construction and location will be reviewed by the Development Team as part of the application. Any related costs for alterations to the public highway layout that may become necessary, due to the design of the onsite development, will be borne by the applicant. To receive a copy of our Guidelines for Developers and an application form 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.

6. The costs of any associated works to the public highway, including temporary traffic order making and related implementation works and reinstatement works will be borne by the applicants and carried out either under rechargeable works Agreement. The applicant must enter into a Section 278 Rechargeable Agreement with the Highways Authority, for any works required on the public highways as a result of the proposal. Detailed design will have to be approved by Traffic & Development Section – Environment, Planning and Regeneration Directorate.
7. 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.
8. Where a developer proposes to discharge water to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.



**SITE LOCATION PLAN:**

**Zone 2B, 4, 5B and 7 Stonegrove and Spur Road Estates, Edgware, London,  
HA8 8BT**

**REFERENCE: H/02475/12**

