

**LOCATION:** Phase 1a off Frith Lane, Millbrook Park (former Inglis Barracks),  
Mill Hill East, London, NW7 1PZ

**REFERENCE:** H/03548/12      **Received:** 17 September 2012  
**Accepted:** 17 September 2012

**WARD:** Mill Hill      **Expiry:** 17 December 2012

**APPLICANT:** Taylor Wimpey (North Thames)

**PROPOSAL:** Reserved matters application seeking approval of Appearance, Landscaping, Layout and Scale in relation to Phase 1a for the erection of 58 houses comprising 39 x 3 bed houses and 19 x 4 bed houses at 'Millbrook Park' (Inglis Barracks) submitted to meet the requirements of Condition 5 of outline planning application H/04017/09 dated 22 September 2011.

## **APPLICATION SUMMARY**

### **SUMMARY**

Outline planning consent was granted on 22<sup>nd</sup> September 2011 for the redevelopment of Inglis Barracks. Consent was granted for a residential-led mixed use development, involving the demolition of all existing buildings (excluding the Officers' Mess building) and ground re-profiling works, to provide 2,174 dwellings, a primary school, GP surgery, 1,100sqm of 'High Street' (A1/2/3/4/5) uses, 3,470sqm of employment (B1) uses, a district energy centre and associated open space, means of access, car parking and infrastructure.

This application seeks approval for reserved matters details for Appearance, Landscaping, Layout and Scale submitted by Taylor Wimpey (North Thames) for the erection of 58 Houses for Phase 1a of the Mill Hill Outline Application approved in September 2011 (H/03548/12)

The development would comprise the following key elements:

- 39 x 3 Bed Houses
- 19 x 4 bed Houses
- A green edge to Frith Lane composed of trees and Hedges.
- A shared surface, un-adopted estate road
- A total of 77 surface level car parking spaces for use by future residents and an additional 4 visitor or car club spaces
- An area of doorstep play.

## **RECOMMENDATION APPROVE SUBJECT TO THE FOLLOWING CONDITIONS:**

### **COMMENCEMENT**

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

#### Reason:

To comply with Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act, 2004.

## PLANS OF THE DEVELOPEMNT

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

|                      |             |   |
|----------------------|-------------|---|
| Site location plan   | WIM-MBP-001 |   |
| Existing Site Layout | WIM-MBP-002 | A |
| Proposed Site Layout | WIM-MBP-010 | U |
| Street elevation 1   | WIM-MBP-050 | F |
| Street elevation 2   | WIM-MBP-051 | E |
| Street elevation 3   | WIM-MBP-052 | E |
| Street elevation 4   | WIM-MBP-053 | F |
| Street elevation 5   | WIM-MBP-054 | F |
| Street elevation 6   | WIM-MBP-055 | F |

### **Unit Type Plans**

|                            |              |   |
|----------------------------|--------------|---|
| Housetype A1 -             | MBP-AL-100   | L |
| Housetype B -              | MBP-AL-101   | K |
| Housetype D -              | MBP-AL-102   | K |
| Housetype E -              | MBP-AL-103   | K |
| Housetype F1 -             | MBP-AL-104   | F |
| Housetype F2/F3 -          | MBP-AL-105   | L |
| Housetype G -              | MBP-AL-106   | K |
| Housetype I -              | MBP-AL-107   | L |
| Housetype J1 -             | MBP-AL-108   | F |
| Housetype J2 -             | MBP-AL-109   | J |
| Housetype K -              | MBP-AL-110   | J |
| Housetype L -              | MBP-AL-111   | J |
| Housetype A2 -             | MBP-AL-112   | C |
| Housetype A3 -             | MBP-AL-113   | - |
| Housetype A 1/2 -          | MBP-AL-200   | D |
| Housetype A 2/2 -          | MBP-AL-201   | D |
| Housetype B -              | MBP-AL-202   | D |
| Housetype D -              | MBP-AL-203   | D |
| Housetype E 1/2 -          | MBP-AL-204   | D |
| Housetype E 2/2 -          | MBP-AL-205   | D |
| Housetype F 1/2 -          | MBP-AL-206   | E |
| Housetype F 2/2 -          | MBP-AL-207   | E |
| Housetype G -              | MBP-AL-208   | D |
| Housetype I -              | MBP-AL-209   | E |
| Housetype J1 1/2 -         | MBP-AL-210   | D |
| Housetype J1 2/2 -         | MBP-AL-211   | D |
| Housetype J2 1/2 -         | MBP-AL-212   | D |
| Housetype J2 2/2 -         | MBP-AL-213   | D |
| Housetype K 1/3 -          | MBP-AL-214   | D |
| Housetype K 2/3 -          | MBP-AL-215   | D |
| Housetype K 3/3 -          | MBP-AL-216   | D |
| Housetype L 1/3 -          | MBP-AL-217   | D |
| Housetype L 2/3 -          | MBP-AL-218   | D |
| Housetype L 3/3 -          | MBP-AL-219   | D |
| Detached Garage elevations | MBP-AL-220   | C |
| Landscape Masterplan -     | MBP AL 9-100 | E |
| Typical Tree Pit Details   | MBP AL 9-700 | * |

|                          |              |   |
|--------------------------|--------------|---|
| Lscape Maintenance Spec  | MBP AS 9-853 | * |
| Lscape Maintenance Sch   | MBP AS 9-854 | * |
| Soft Landscape Schedule  | MBP AS 9-800 | B |
| Hard Lscape Outline Spec | MBP AS 9-850 | C |
| PV Roof Plan             | WIM-MBP-097  | - |

b) The following Information was also submitted as supporting information for the Reserved matters application.

|   |                 |   |
|---|-----------------|---|
| Phase 1A D&A Statement                            | WIM-MBP-AR0010  | B |
| Phase 1A D&A Statement Add1                       | WIM-MBP-AR0011  | - |
| Phase 1A Sch of Accommodation - Summary           | WIM-MBP-SCH0010 | D |
| Phase 1A Schedule of Accommodation - Plot By Plot | WIM-MBP-SCH0010 | K |
| Phase 1A Clarification of Access Strategy         | WIM-MBP-101     | - |
| Coloured street elevations sheet 1                | WIM-MBP-060     | A |
| Coloured street elevations sheet 2                | WIM-MBP-061     | A |
| Technical Design Strategy                         | WIM-MBP-070     | - |
| Illustrative view 1                               | WIM-MBP-080     | A |
| Illustrative view 2                               | WIM-MBP-081     | A |
| Illustrative view 3                               | WIM-MBP-082     | A |
| Illustrative view 4                               | WIM-MBP-083     | A |
| Illustrative view 5                               | WIM-MBP-084     | A |
| Illustrative view 6                               | WIM-MBP-085     | A |
| Tree Protection Plan -                            | MBP AL 9-110    | * |
| Illustrative Lscape Masterplan                    | MBP AL 9-200    | B |
| Illustrative Elevations                           | MBP AL 9-201    | B |

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 Development Management Policies DM1 and DM2 of the Local Plan 2006 and policy 1.1 of the London Plan 2011.

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

The plan shall include details of:

- The clear marking the parking spaces;
- Monitoring and enforcement of any unauthorised parking;
- Details of the management and enforcement of the use of visitors spaces.
- Controls for servicing and deliveries;
- Details of the location and management of Electric Vehicle car parking spaces proposed.

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

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

Reason:

To safeguard the amenity of the resulting development the free flow of traffic within the estate and the safety of vulnerable road users.

4. Before development hereby permitted is occupied, turning space and parking spaces cycle parking and electric vehicle charging point shall be provided and marked out within the site in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority and that area shall not thereafter be used for any purpose other than the parking and turning of vehicles.

Reason:

To ensure that parking and associated works are provided in accordance with the council's standards in the interests of pedestrian and highway safety and the free flow of traffic.

5. Notwithstanding the details shown on plans otherwise hereby approved prior to occupation of any of the approved residential properties details of the appearance amount and location of photovoltaic panels shall be submitted to and approved in writing by the local planning authority.

Reason:

To safeguard the appearance of the development and to ensure sustainable development targets of the outline planning permission are achieved in line with the requirements of Outline Planning approval H/04017/09.

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

Reason:

To safeguard the visual amenities of the locality.

7. Notwithstanding the details shown on plans otherwise hereby approved prior to development commencing a detailed lighting scheme shall be submitted to and approved in writing by the local planning authority. The scheme shall include siting appearance and lighting levels achieved throughout the site. The development shall be implemented in accordance with such details as approved.

Reason:

To safeguard the visual amenities of the locality and prevent disturbance to existing and future occupants thereof and to ensure the free flow of vehicular and pedestrian traffic and security of the site.

### **Informatives:**

The informatives that it are recommended be included on the decision notice in respect of this application are set out in **Appendix 2** of this report. These include (as the first informative) a summary of the reasons for granting planning permission for this development and the relevant development plan policies taken into account in making this decision.

## **1. BACKGROUND TO THE CURRENT APPLICATION**

### **1.1 The Area Action Plan**

The London Borough of Barnet (LBB) and the Mayor of London have designated the Mill Hill East area as an Area of Intensification in the London Plan and Unitary Development Plan (UDP). The area covered by this designation includes the former Inglis Barracks; Mill Hill East station; IBSA house; the Council Depot and recycling centre; Bittacy Court; the Scout Camp and former Mill Hill Gas Works (the area now centred around Lidbury Square).

The site was first highlighted as an area appropriate for redevelopment in the London Plan in 2004. This is primarily as a result of Project MoDEL (Ministry of Defence Estates London) which involves the consolidation and sale of surplus MoD properties around London. The activities from Inglis Barracks were transferred to RAF Northolt and the base vacated in 2008. To support the redevelopment of the area an Area Action Plan (AAP) focusing primarily on the former Inglis Barracks site was produced. The aim of the AAP was to ensure that development would take place in a balanced and coordinated manner. To achieve this the AAP set out a comprehensive framework to guide the delivery of housing covering employment, community facilities, infrastructure, transport initiatives and environmental protection and enhancement.

### **1.2 The outline planning permission**

With the support of the London Plan designation and the Council's Area Action Plan a partnership comprising of a number of the key landowners and developers (the Inglis Consortium) submitted an outline application (H/04017/09) for the comprehensive redevelopment of the majority of the area covered by the AAP. Approval subject to conditions was granted on 22 September 2011.

The outline planning permission covers an area of approximately 33.6 hectares (83 acres) within the Mill Hill ward. The site is bounded to the east by Frith Lane, to the north by Partingdale Lane and to the west by Bittacy Hill (B552). Bittacy Business Park is immediately to the south of the site and Mill Hill East Underground station (Northern Line) lies to the south west.

The site is divided into a number of Development Land Parcels (DLP) or phases.

Prior to the submission of reserved matters for any of the approval for site wide pre commencement conditions, including details of Preliminary Infrastructure Works was required. These conditions are now complete and the detailed phases can be submitted. Phase 1a is the first phase to have reserved matters submitted.

Reserved Matters for each of the phases include layout, design, appearance and landscaping.

## **2. MATERIAL CONSIDERATIONS**

### **2.1 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 barnet's Local Plan.

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.

These statutory development plans are the main policy basis for the consideration of this planning application.

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

More detail on the policy framework relevant to the determination of this development and an appraisal of the proposal against the development plan and Local Plan policies of most relevance to the application is set out below and in **Appendix 1**. In subsequent sections of this report dealing with specific policy and topic areas, there is further discussion, where appropriate, of the key policy background. This is not repeated here or in Appendix 1.

Clearly these documents contain a very large number of policies which are to a limited degree relevant and the analysis in Appendix 1 focuses on those which are considered to be particularly relevant to the determination of this application.

The officers have considered the development proposals very carefully against the relevant policy criteria and, as Appendix 1 shows, have concluded that that the development will fulfil them to a satisfactory level, subject to the conditions and planning obligations recommended. The proposed development is considered to comply with the requirements of the London Plan and Barnet's Local Plan.

#### Supplementary Planning Guidance and Documents

A number of local and strategic supplementary planning guidance and documents are material to the determination of the application. **Appendix 1** sets out the supplementary planning guidance which is relevant to the consideration of this application.

#### National Planning Policy Guidance:

The National Planning 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.

#### Mill Hill East Area Action Plan (AAP) 2009

The London Borough of Barnet (LBB) and the Mayor of London have designated the Mill Hill East area as an Area of Intensification in the London Plan and Unitary Development Plan (UDP).

The Council recognised that Mill Hill East was an area where more detailed policies were required to guide future development and in 2006 commenced work on an Area Action Plan

(AAP) which covers an area of 48 hectares focused primarily on the former Inglis Barracks site. The aim of the AAP was to seek to ensure that development takes place in a balanced and coordinated manner by setting out a comprehensive framework to guide the delivery of housing, employment, leisure and associated community facilities, infrastructure, transport initiatives and environmental protection and enhancement.

The AAP was the subject of lengthy public and stakeholder involvement which culminated in an Examination in Public (EiP) in October 2008. Following receipt of the Inspectors decision notice the AAP was amended and in January 2009 the Mill Hill East Area Action Plan (AAP) was adopted by the Council. The AAP therefore forms a material consideration in the determination of Planning Applications in this area.

The relevant policies for the consideration of this application are: MHE2 (Housing), MHE7 (Green Spaces), MHE8 (Children's Play Space), MHE9 (Protection of Green Belt and Biodiversity), MHE10 (Making the Right Connections), MHE12 (Sustainable Transport), MHE13 (Parking), MHE14 (Creating a Sustainable Development), MHE15 (Design), MHE16 (Delivering Design Quality), MHE18 (Delivering the AAP).

## **2.2 Relevant Planning History:**

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

## **2.3 Consultations and Views Expressed:**

### Amendments Received

Following discussions with the developer amendments to the submission were received. These included changes and clarifications of details to the proposed internal road, some minor amendments to the layout to improve the relationship between buildings, and a strengthening of the Frith Lane planted buffer strip. The majority of changes however related to the appearance and design of the proposed houses. Upon receipt of these significant and detailed changes a 2 week re-consultation was held.

Subsequent to this initial receipt of amended plans a further submission by developers was received on 7 December 2012. The amendments included minor changes to notes on previously submitted plans and elevation, the amendment of a floor plan to accord with a previously submitted elevation; a minor widening of the dormer window of the two semi-detached 'l' type units; and, a change to the layout of the parking fronting Frith Lane. Additional information including tracking, clarification of levels, indicative location of lighting columns and changes to the planting schedule were also included.

Considering the nature and scale of the reserved matters submission and the minor character of the amendments and clarifications received on the 7th of December the resulting development is not considered to have changed significantly from the earlier amendments and therefore no additional consultation is considered necessary following their receipt.

#### Public Consultation

A total of **630** local properties and other bodies were consulted on the application by letter, email and site and press notice in September 2012. The application was also advertised on site and in the local press at that time. Following revisions to the design of the scheme a further round of consultation was carried out in November 2012.

#### Reponses from Residents

**A single** response has been received from local residents as a result of the consultation process, raising concerns in regards to the increase in local population and the lack of school places.

The Millbrook Park development includes a 2 form entry primary school at phase 2a, although not directly attached to the reserved matters application currently under consideration the application has been submitted and is under consideration.

#### Responses from Statutory Consultees and Other Bodies

##### Internal Consultations:

##### Traffic and Development –

The Traffic and Development Team response is set out in greater detail in the relevant sections of the report below. In summary, they have confirmed that subject to the imposition of suitable conditions and planning obligations they have no objections to the development and find the proposal to be acceptable in respect of traffic, parking and highways related matters

##### External Consultations

##### Metropolitan Police –

Have responded to the consultation and initially raised concerns regarding aspects of the development. Amended plans have responded to the comments and confirmation has been received that no objection is now raised to the proposed development.

##### Fire Brigade –

No response at time of writing. To be reported to committee in addendum.

##### Thames Water –

Have responded to the consultation and have not raised any objections to the proposal or requested that conditions are placed upon any grant of consent.

##### Environment Agency –

Have responded to the consultation and have not raised any objections to the proposal. It was observed that details of Bat boxes had been omitted from the submission as required by the details of the reserved matters condition.

##### English Heritage –

Have responded to the consultation and confirmed that they do not consider that the proposals would have an affect on any historic assets of archaeological interest.



Natural England –

Have responded to the consultation and have not raised any objections to the proposal or requested that conditions are placed upon any grant of consent.

### Residents' and Local Groups

The following residents' associations and local interest groups were consulted at both stages of consultation.

Ridgemont Residents Association; Finchley Society; Finchley, Friern Barnet and Golders Green Residents Association; Federation of Residents' Associations; Bittacy Hill and Sanders Lane Residents' Association; Woodside Park Garden Suburb Residents' Association; Mill Hill Residents Association; Mill Hill Preservation Society; Finchley Golf Course.

Mill Hill Preservation Society have been the only group to respond. Their comments

#### 1.0 APPEARANCE

1.1 We are somewhat surprised by the use of chimneys on a scheme that is supposed to be an example of the use of alternative energies, where the chimneys do not serve fireplaces or form chimney breasts in houses. Their use is puzzling. Of even further surprise is that the design stimulus has come from Hampstead Garden Suburb, when there are in fact perfectly good examples of design stimulus to be gained from the Mill Hill area. One aspect of this is that the green swards in front of residences in the best of Mill Hill housing areas are non-existent in this scheme, and front gardens do not appear sufficiently deep in front of bay windows. Whilst there is sufficient private garden space there is insufficient public amenity space.

#### *Officer Response*

*The chimney elements are considered to add significantly to the overall appearance of the development and in most cases have been designed to be functional. The dwellings will still achieve a code level of 4 as required by the Outline application. Whilst the depth of the front gardens is minimal this does accord with the minimum requirement of the design code.*

1.2 The Street Elevation<sup>1</sup> – New Secondary Street (pages 42 & 75) does not have the same eaves detail that has been developed for the rest of the scheme. This makes the two large blocks on either side to the entry to phase 1A rather dominant and utilitarian. MHPS believe the scheme will be better with consistent construction details used throughout.

#### *Officer Response*

*Elevations have been amended since the receipt of these comments and do now provide continuity in eaves details.*

1.3 Whilst the application is not for transport and parking (and we acknowledge that the required parking standards have been provided) we do feel that the way the roads, footpaths and front gardens have been designed will cause the appearance of the scheme, in use, to be dominated by parked cars to the extent that the carefully structured environment will be destroyed. Survey figures show that 3 and 4 bedroom houses in Mill Hill have a higher car ownership than is planned for this development. Visitor parking provision at 4 spaces is also low.

*Officer Response; As noted parking spaces are in accordance with the approved Outline Application. Car parking management (yet to be submitted but conditioned as a part of this recommended approval) will be key to prevent improper car parking on site.*

1.4 Unit 54 is in a key position being on both the East-West Cross Route and the new Secondary Street, but it does not turn the corner well and space leaks out on the eastern side (behind it). In our opinion the unit should be relocated further to the south-east or additional planting needs to be provided in the 'gap' between the houses on plots 53 and 54 – or a combination of both.

*Officer Response*

*The position of unit 54 has been amended since receipt of these comments in accordance with the suggested approach.*

## 2.0 LANDSCAPING

2.1 There seems to be limited tree planting in the central part of the site, and the Community Street would benefit from a few more trees. Spaces between plots 10 & 11, the end of car space 38, alongside plot 30 come to mind.

*Officer Response*

*Vehicular maneuverability to access the car parking spaces and pass oncoming cars prevent a significant increase in tree planting.*

2.2 We are disappointed to see that there is no replanting whatsoever to compensate for the loss of the two mature oaks numbered T478 & T479 on the northern boundary, which looks barren as a result.

*Officer Response*

*The loss of these two Mature Oaks is regrettable on both appearance and biodiversity grounds, unfortunately this loss was agreed within the Outline approval and is not a matter for consideration under the reserved matters application. Replanting along this boundary with a similar tree species would be unlikely to be successful in the long term given the level of impact that would occur to the rear gardens of the proposed houses.*

2.3 Looking at the Landscape Maintenance Specification clause 226 TREE STEMS, we believe from experience, that the stated protection distance of 100mm round tree stems against nylon filament rotary cutters and other mechanical tools is too small. If the bark is damaged during maintenance the tree growth will suffer. We advise a larger protection distance be allowed.

2.4 The Sustainability and Energy Statement states in Clause 5.2 that "Where appropriate, water butts will be provided to garden areas etc." We could find no reference in the Design and Access Statement to these water butts, so we shall have to rely on the LBB to check this desirable detail.

*Officer Response*

*The development will have to demonstrate the manner in which Code level 4 is achieved and such details will be confirmed under clearance of the appropriate Code Level outline condition.*

## 3.0 LAYOUT

3.1 a) Whilst we appreciate great care has been taken over the hard landscaping, we are concerned about the mixing of people and children with cars. There is only a pavement on

one side of the Community Street. When pedestrians reach the eastern end of this it seems that they need to walk in the road to access the plots 15 – 30. Similarly this applies to plots 31 & 32 where pedestrians have to cross the road with no pavement on the other side.

*Officer Response*

*The successful car parking management of the site and its shared surface will need to be demonstrated within the Car Parking Management Plan.*

b) The parking courtyard to the west seems to be well served with a pavement, but the other two are less well provided. The parking courtyard to the east (with the doorstep play) might be easily revised to incorporate paths, but the central courtyard has less potential and this is a challenge as it incorporates the main pedestrian access into the site from the south. (These comments cover Plots 39, 40, 41, 42, 44, 45, & 46)

*Officer Response*

*This issue is acknowledged however given the restrictive nature of the site there is not scope for additional designate pavement.*

3.2 Refuse Collection: Section 4.10 (page 40) of the Design and Access Statement states that the tracking for waste vehicles has been checked so that they can access all areas of the site within a 10 m walking distance of the vehicle, MHPS are concerned that this is indeed the case. The courtyard housing cars parking 38 - 49 can be serviced if the waste vehicle reverses into it. Similarly the courtyard housing car parking 45 – 53, but reversing a Refuse Vehicle into these courtyards looks difficult. The courtyard behind the 'doorstep play' area with bin access to plots 31, 32,33, 34, 35, 36 and 37 looks very tricky to service by a refuse vehicle. Once a service vehicle has turned into the lane on the northern edge (plots 17 – 24) it is not clear that there is room to turn round to drive out. These matters need to be checked by the LBB s we have no means of doing so.

*Officer Response*

*Highways Officers have confirmed satisfaction with the tracking demonstrated for the refuse vehicle shown on site and access to collection points.*

3.3 The Society is keen to see the maximum use made of alternative energies, and having committed to this view we do not share the applicant's concerns about visually intrusive elements on roofs. Having said this we accept that PV roof-tiles can be used to provide the necessary alternative energy as set out in the Sustainability and Energy Statement. Clause 6.2 states that each house will have 9 sq m of Photovoltaic panels but there is no indication on the plans where they are to be installed and so we have not been able to check the roof slopes have been arranged to the correct orientation. There is no way of checking this aspect from the information provided and we trust the LBB will do so.

*Officer Response*

*The location of proposed photovoltaic panels has now been demonstrated on plan WIM-MBP-101-PV array. A condition is attached requiring additional information and elevations.*

3.4 The eastern Introductory Gateway Space has a form and footpaths that lead to brick archway that in turn leads to 2 private gardens. This is an opportunity lost as the arrangement could provide for good pedestrian access into the heart of the scheme. MHPS feel this detail needs to be reconsidered.

*Officer Response; This is a point raised by officers at early discussions with the developer, unfortunately it has not proved to be practically possible.*

#### 4.0 SCALE

4.1 The scale of the development is generally in line with the Millbrook Park Design Code November 2011. The eastern part of the scheme is defined in the Design Code as Green Belt Edge with the western park overlapping the Central Slopes East. It is clear that the applicant has worked to reflect the Design Code definitions.

4.2 We are confused on the housing mix. The Planning Statement on page 18 under the clause 'Policy DM08' states under iii) For market housing – homes with 4 bedrooms are the highest priority, homes with 3 bedroom are a medium priority. Our confusion comes from pages 9 and 23 where it states that the actual provision is for 39 x 3 bedroom units and 19 x 4 bedroom units, and this seems to go against the stated priorities as there are more medium priority units to be provided than high priority units. This is especially an issue when looking at the spread of units over the whole of Millbrook Park where there is a greater chance to provide the larger homes in the green belt edge areas than in some of the other designated zones. The housing mix needs to be reconsidered.

#### *Officer Response*

*The housing mix proposed is established in accordance with the approved Outline application which has considered the overall dwelling mix for Millbrook Park against the council's requirements.*

4.3 The density of the scheme is calculated at 40 dwellings per hectare which is acceptable and within the parameters of the Design Code. The calculation for habitable rooms per hectare comes out at 198, which is within the accepted range of 150 – 200 but is right on the upper limit. We believe this upper limit causes the scheme to be too dense in certain locations and we would prefer the following changes that would have an impact on the overall scale of the proposals:

a) In our opinion, units on Plots 21 & 22 need to be reduced in height (to match plots 23 & 24) so that the scale of the buildings next to Frith Lane and 'the Green Belt Edge' are of consistently smaller scale.

b) The north elevation to the 'Community Street' is consistently at 3 storeys, interspersed with garages and bedrooms over. The opposite side of the street is all at two storeys – this makes the 'street' look unbalanced and the gradation in scale is north/south rather than east /west. We suggest that the street would look better balanced, and the spread of density across the site more in line with the Design Code if the plots 11 & 12, and 13 & 14 were constructed with 2 storey frontages. These changes would have the possible effect of reducing the habitable rooms per hectare a little, but in our opinion there is scope for this in a Green Belt Edge situation.

#### *Officer Response*

*Amended plans significantly changing the design approach to these streets have been received since these comments were made. It is acknowledged that the size and amount of development on site do come close to the London Plan density matrix limit, however proposals accord with the approved Outline Planning Permission and are considered to be appropriate in terms of impacts upon appearance and amenities of future occupants.*

In conclusion, the expressed "vision" for the scheme states ... "These are verdant, wholesome and picturesque streetscapes that exemplify qualities in which people aspire to live, then as now. We seek to create streets using a familiar language of materials, details and plant species, sustainably appealing to the consumer of today – simple, recognisable, beautiful and green." If the scheme attains this vision then MHPS will be satisfied, and we

hope our comments will be a contribution to it fulfilment.

### **3. DESCRIPTION OF THE SITE, SURROUNDINGS AND PROPOSAL**

#### **3.1 Site Description and Surroundings:**

The site falls within Phase 1a ('Development Land Parcel 1a') of the outline consent and relates to an area approximately 1.45 hectares (Ha) in size.

The Phase is located on the eastern side of the of the Mill Hill East site (Millbrook Park) abutting Frith Lane and to the south of the existing Ridgemount residential development.

Across Frith Lane sits an area of Greenbelt. Woodland at the edge of the road provides screening to the Finchley Golf Course.

The back gardens of two storey terraced units in this development back onto the northern boundary.

Other phases of the Millbrook Park development are to the south and west. To the south the Primary east-west link road (Link Road) would separate the site from Phase 2a, where a 2 form entry primary school is proposed. To the west site will face Phase 1 over a new north-south oriented road. Phase 1 proposes 133 units and parameter plans allow up to 4 stories in height facing Phase 1a. This road was approved as a part of the pre commencement conditions.

The application site varies in levels with a six meter drop in height across the site to the south east.

The site has been cleared of all buildings in preparation for development.

#### **3.2 Proposal**

The application seeks approval for reserved matters including Landscape, Appearance Layout and Scale for the erection of 58 houses comprising 39 x 3 bedroom houses and 19 x 4 bedroom houses. All of the proposed units in this initial phase are for private sale.

81 car parking spaces would be provided allowing 2 spaces per 4 bed unit and 1 space per 3 bed unit with 4 remaining 'visitors' spaces.

Access to the site would be in accordance with approved advanced infrastructure proposals (H/00480/12) which established details of the Link Road to the south of the site joining Frith Lane and a secondary road to the west of the site separating phase 1a from phase 1. Vehicular access to the site would be off this secondary road. The internal road would not be adopted by the council, and would include shared surfaces. The road would be constructed to adoptable standards.

The majority of car parking spaces would be on curtilage in integral garages or on front/side driveways. 32 allocated spaces and 4 visitors spaces are proposed on street and are partly provided within two parking courts.

From parking courts access to the rear of houses fronting the Primary east-west link road would be accommodated through rear gardens.

A shared surface approach has been taken to the unadopted internal roads. The narrow estate roads are proposed as 20mph zones.

Pedestrian permeability is achieved on site with two access points to Frith Lane and a single access point to the south between two gateway buildings.

The eastern parking court would be fronted by a landscaped area of doorstep play.

To the eastern boundary fronting Frith Lane a green edge is proposed to the site to maintain the existing 'wooded' nature of this road. The proposed planting scheme would include new mixed species hedgerow and a variety of tree planting supported by the retention of the existing hedgerow where possible and 8 mature trees.

At the south eastern corner of the site a public lawn is proposed as an 'introductory gateway space' alongside the Frith Lane Entrance to the wider Millbrook Park Development'.

## **4. PLANNING CONSIDERATIONS**

### **4.1 The Principle of Development**

The principle for this application has been established by the previous outline planning consent H/04017/09 (dated 22<sup>nd</sup> September 2011). Condition 5 seeks details to be submitted to and approved by the Local Planning Authority (LPA) prior to the commencement of development.

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

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

- Parameter Plan 1: Access and Movement (A6157/2.1/03 Rev A)
- Parameter Plan 2: Landscape (A6157/2.1/04)
- Parameter Plan 3: Land use (A6157/2.1/05)
- Parameter Plan 4: Scale (A6157/2.1/06)
- Parameter Plan 5: Character Areas (A6157/2.1/07)
- Parameter Plan 6: Levels Strategy (A6157/2.1/08/ Rev A)

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

- Strategic Development Framework:
- Design Principles Document (MHE/OPA/3) and associated addendum (MHE/OPA/3.1) and errata (MHE/OPA/3.2)
- Revised Transport Assessment 15<sup>th</sup> December 2010 (MHE/OPA/4.1) and addendum to Transport Assessment dated 11<sup>th</sup> January 2011.
- Revised Public Realm and Open Space Strategy (MHE/OPA/5.1)
- Technical and Infrastructure Strategy (MHE/OPA/6)
- Revised Housing Strategy (MHE/OPA/7.1) which includes table A6157.1 (approved

development schedule)

- Revised Community Facilities/Social Infrastructure Strategy (MHE/OPA/8.1)
- Revised Environmental Sustainability and Energy Strategy (MHE/OPA/9.1)
- Revised Phasing and Delivery Strategy (MHE/OPA/10.2) which includes phasing plan ref Figure 4.1

In addition to the above a site wide design code has been submitted and approved in the clearance of condition 4 of the Outline Application.

The design code was approved by the Planning and Environment Committee on 19 December 2011. It provides a set of detailed design standards against which to assess reserved matters applications to ensure a cohesive and high quality appearance to the development. Any non-compliance with the Design Code has to be identified with clear reasons given for non-compliance.

The reserved matters application is therefore considered within the framework of established broad development principals, Parameter Plans, and a detailed design code.

## **1. MATERIAL CONSIDERATIONS**

Details of access arrangements to this site have already been approved by the outline application (H/04017/09). Access includes accessibility to and within the site for vehicles, cycles and pedestrians in terms of the positioning and treatment of access and circulation routes and how these fit into the surrounding access network.

The remaining Reserved Matters currently under consideration are:

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

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

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

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

### **Scale**

The majority of the proposed 58 houses are semi-detached, with occasional terraced and detached units. Almost all of the houses vary in height between two and three storeys, the one exception to this is found on the south west corner of the phase where a 4 storey building is proposed.

The heights of the buildings proposed meet the requirements of the approved parameter plan for Scale which restricts the majority of the site to 3 stories whilst allowing a rise to up to 4 stories on south of the site towards the interface with Phase 1.

The proposed houses also fall within the required width and length parameters stipulated within the 'Scale' Parameter plan.

39 x 3 bedroom houses and 19 x 4 bedroom houses are proposed . Within the 1.45ha site this would result in a density of 40 dwellings per hectare.

This number and size of units is in accordance with the indicative mix submitted as a part of the Outline application and the Target density proposed in the Design Code.

The 58 proposed units are all large 3 or 4 bedroom houses, for this reason a calculation of density by habitable room gives a better impression of the amount of development occurring on site. The proposed houses would have a total of 287 habitable rooms equating to a density of 198 habitable rooms per hectare.

For a site of the suburban character and Public Transport Accessibility Level (PTAL) (level 2) of phase 1a the London Plan recommends a density range of 150-200 Habitable rooms per hectare. At 198 habitable rooms per hectare the proposal would accord with the upper end of acceptable density levels established by London Plan Policy.

The proposals accord with the scale parameters set by the outline application on Plan A6157/2.1/06 and fall within an acceptable range of density as laid out in the design code and in the London Plan they are therefore considered to be acceptable in this regard.

### **Layout**

The proposals demonstrate an internal road and building layout in accordance with the illustrative Masterplan and the Access and Movement Masterplan.

A single vehicular access to the site is proposed from the secondary north-south road. This central estate road which turns north alongside Frith Lane. To the south off the central estate road two Car parking courts and a cul-de-sac road with pedestrian access are reached.

The development would face out on three frontages, towards Frith Lane, to the south across the east-west link road and to the west facing phase 1.

The Frith Lane frontage would be set well back from the road edge. Those buildings flanking the roadway would pick up on the established building line of Ridgemont to the north. A planted buffer strip including hedges and trees would visually separate the development from Frith Lane.

To the south the houses would be set back from the east west link road by a grass tree planted verge which would taper off to the west to leave a pavement fronting shallow hedged front gardens. The orientation of the buildings would respond to the curved nature of the east-west link Road. On the south west corner of the phase a 4 storey Tower building would mark the gateway to this road responding to the height of Phase 1.

The western frontage facing phase 1 would begin with the 4 storey tower building which turns the corner of the site. To its north two terraces of 4 houses providing a gateway to the estate road flanked by Cat slide roof features.

To the northern boundary where the site meets the Ridgemount, back to back relationships would be established responding to the existing development and establishing appropriate privacy distances.

As a result of the relatively high density proposed, as detailed above (198 habitable rooms per hectare) and space requirements for the 'garden housing' character of the properties proposed the development site can be considered to be optimising the available land on site



by securing 58 family houses.

The amount of development does however result in a number of properties facing each other in close proximity and this relationship has the potential to have an overbearing impact upon future residents.

Four instances of particular concern were highlighted to the developers at submission: Unit Numbers 15 and 16 facing 17 and 18; units 21 and 22 facing 25; Unit 32 facing 30 and unit 44 facing unit 42. In these cases the flanks or fronts of buildings were faced over distances of 8m and below and the resulting impacts were considered to be unacceptably overbearing.

Amended plans have been submitted widening distances to between 9 and 10 meters. Further distance would only have been achieved at the expense of impacting the level of privacy to the rear of properties. In addition the bulk of built form at these pinch points has been reduced through the use of  $\frac{3}{4}$  hipped roofslopes in place of Gable ends and in one instance a reduction from 3 storeys to 2.5 storeys.

Although the buildings are still in close proximity to one another and a level of impact would result to future occupants it is considered that amendments undertaken are sufficient to prevent significant impacts resulting.

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

### **Appearance**

The National Planning Policy Framework 2012 makes it clear that good design is indivisible from good planning and a key element in achieving sustainable development. This document states that permission should be refused for development which is of

poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions. It identifies that good design involves integrating development into the natural, built and historic environment and also points out that although visual appearance and the architecture of buildings are important factors, securing high quality design goes beyond aesthetic considerations.

The proposals take their design inspiration from the Garden suburb with arts and crafts influences. A palette of architectural features has been selected to achieve coherence across the site between the various housing types which have individually been designed to respond to their function, location and surroundings.

In prominent and gateway locations along the East West Road five distinctive 'Tower' units are proposed. The tallest of these is the 4 storey building on the south western corner of the site across from Phase 1, the buildings include recessed wings at 2 storeys in height with a narrower tower element of 3 or 4 storeys in height. Fenestration has been used to emphasise the slenderness and verticality of the buildings. Rooflines have been kicked with their eaves and exposed rafters extending out beyond other roof types.

Other features used throughout the site include:

Chimneys in prominent locations, such as terrace ends to enhance the articulation of the roof line and to provide interest to flank walls whilst providing functioning fireplaces to some homes.

Expressed gables with occasional cat-slide roofs at the ends of street frontages and to 'gateway' the vehicular entrance. The terraces in this gateway location make use of the cat-slide feature to add variation and enhance way finding using elevational devices as identified within the Design Code.

Hipped roofs, some with gablets (small gables at ridge level) and some 2/3 hipped, have been introduced to vary the roofline, reduce massing and shading between units.

Exposed rafter detailing to the roof eaves is used throughout the unit types.

### **Materials**

Samples and photographs of materials have been considered in selecting the following materials:

To the eastern part of the site, largely fronting Frith Lane a brown brick –Capital Brown Multi Stock – with a natural flush mortar which would be combined with a Rosemary Light Brindle Clay Tile.

The remainder of the site would be of red brick -Oakthorpe Red Multi- and flush natural mortar. A Weathered Cambrian Slate Grey Tile would be used on roofslopes in this area.

A sample of a white double glazed wood window with discrete trickle vent has also been provided and is considered appropriate though details of the make and model are yet to be provided.

The samples are considered appropriate in terms of the design approach the location and the ability for future phases to respond to the materials future phases at interfaces, however a materials condition has been attached to the recommendation to ensure the provision of full and correct details.

Combined with the landscaping details which are key to the establishment of a garden suburb character (discussed below) it is considered that the architectural approach would result in a high quality development in accordance with the requirements detailed within the design code.

### **Photovoltaic Panels**

The outline planning permission requires the provision of 10,000m<sup>2</sup> of photovoltaic panelling by occupation of the 1,500<sup>th</sup> unit at Millbrook Park. As a result each phase is subject to a required proportion of panelling to achieve this figure. A plan has been submitted demonstrating the proposed locations of the photovoltaic panelling.

To the extent that it has been possible, these have been located discreetly to minimise the impact that they would have on the end appearance. To further reduce their appearance within the Weathered Cambrian Slate Grey roofs a flush panel is proposed which would not stand above the tiles. A similar approach is unfortunately not possible within the clay roof tiles.

A condition has been applied relating to the provision of further details of Photovoltaic tiles, this is to ensure that as little impact as possible occurs to the overall appearance of the proposal. It is also possible that following discussions between the GLA and the Inglis Consortium an application to vary the Outline application condition may result which could result in a reduction of the area of panelling required subject to a parallel level of carbon reduction achieved through alternate sustainable design approach. If this can be established

a reduction in the required proportion of photovoltaic panels would result. The condition would allow this reduction to be picked up at a later stage if it occurs.

### **Interface with Other Phases**

Phase 1a is located adjacent to 3 other future phases of the masterplan - Phase 1, Phase 11, and Phase 2a.

Phase 1 and Phase 2a have been submitted to the council and are currently under early planning consideration. The transition between these two phases has been considered to allow cohesion between the sites.

Phase 1 is a residential scheme of 133 flats and houses. The current proposals for this site propose a contemporary scheme with flat roofs. Phase 2a is a new primary school with associated sports pitches.

The design response to the phase 1 interface include a response to the scale of the proposed facing blocks of flats through the use of two terraces of 4 units along this frontage, these would rise to 3 storeys (the maximum storey height allowed within the parameter plans) to respond to the 4 storey height proposed at phase 1. The mass formed by a terrace of houses is more in keeping with the scale of the facing phase and also represents an increase in residential density when compared to the semi-detached properties typical of the proposals. On the corner the 4 storey tower building has been aligned with the latest iterations of the Phase 1 scheme.

The soft landscape proposals for the north south street treatment and boundaries fronting onto it can be picked up within the design of the Phase 1.

To the south the main interface with the school site at phase 2a will be in the form of a brick wall to the far edge of the pavement. This wall represents a significant retaining structure separating the phase in terms of both height and distance from the actual school building which would be set well away from this boundary wall. It is proposed that discussions with the developers of Phase 2a should include a coherent approach to the mortar colour and style used on the facing wall. It is not considered necessary to repeat a brick type from phase 1 due to the separation achieved across the link road.

To the south east the interface with phase 11 is again separated by the link road. Given the lack of details currently available regarding this phase and the likely timescales of its submission and build out it is considered that interface issues will be best dealt with when considering its detailed design in the context of any surrounding development including phase 1a.

Overall the Appearance and design of the proposal is considered to be of a high quality, and in keeping with the principals established within the Outline application and the Design Code. The proposals are therefore considered to be acceptable on design grounds.

### **Landscaping**

Landscape proposals have been established with particular regard to the treatment of the front and rear garden boundaries.

Formal hedge planting is proposed throughout with interest created through changes in height, species, detailing of the gate and fence posts and variations to the treatments at key locations.

The rear garden boundaries facing the public realm are formed of a 1.8 metre high hedge

without any posts. A lattice panel is positioned behind to provide security whilst the hedge establishes and a timber tongue and groove panel gate provides access. 1.5m trellis panels form the side to side rear garden boundaries

The landscaping approach relating to the setting of the houses would respond to the hierarchy of the streetscape in keeping with the requirements of the design code whilst providing a contemporary take on the Garden Suburb.

### Frith Lane Frontage

A key element of the site's landscaping proposal is its treatment of the planted buffer along the boundary with Frith Lane. The Design Code requires this to be at least 5m in depth with the intention of maintaining the wooded edge to Frith Lane whilst allowing glimpsed views of the phase from this road. is key to the landscape proposals.

The existing hedge and planting along this elevation has grown and developed organically and haphazardly over a number of years and as such is presents a mixed and varied form to the road frontage. Where possible to the north approximately 41m of the existing hedgerow would be retained. To the south this is not possible as approved road widening to allow access to the Link Road would result in its loss. In this area a new mixed species hedgerow and a mix of native tree planting is proposed.

Two pedestrian gateways would be provided along this boundary punctuated with formal tree planting, a post and rail fence to either side and a change in surface material.

### Front Gardens

The hedge strategy continues within the site around the shared surface areas. A change in species and reduction in height provides a planted privacy strip whilst keeping a strong green frontage to the streetscape.

Where gardens are more generous, lavender planting is included to provide additional interest.

At key junctions low posts to match those along the east west connection are provided to create a feature whilst protecting vulnerable corners.

### Hard Landscape

A simple, robust palette of materials is provided in accordance with the requirements of the design code.

Subtle changes to unit size, bond pattern and colour define public and private spaces, trafficked and pedestrian zones.

Pedestrian gateways are defined by feature paving with a timber post and rail fence running either side to match the Millbrook family of fences.

Tree guards are also formed of a low post and rail, 600mm high to match the height of posts in the front gardens.

Landscape proposals are considered to accord with the approved landscaping parameter plan and the more detailed requirements of the Design Code.

The landscaping approach is considered to be in accordance with design principals design code and parameter plans, will achieve a verdant Frith Lane frontage and will frame and

complement the architectural approach whilst increasing the overall biodiversity of the site's environment.

## **Amenities of Future Occupants**

### **Dwelling outlook**

Development plan policy requires that new dwellings are provided with adequate outlook. The layout proposed maximizes the outlook of occupiers of the new dwellings, while also taking account of the need to prevent unacceptable levels of overlooking. However the number and size of houses proposed for this phase do result in concerns being raised at key pinch points as discussed above under 'Layout'.

It is considered that in the four instances identified (Unit Numbers 15 and 16 facing 17 and 18; units 21 and 22 facing 25; Unit 32 facing 30 and unit 44 facing unit 42) outlook is compromised by the close proximity of buildings to one another, however amendments including increasing their separation distances and reducing the facing bulk of these units have been sufficient to prevent such impacts from being considered significant.

### **Privacy and overlooking**

Across the majority of the site privacy distances are considered to be in keeping with policy requirements. In particular rear garden distances have been retained at 21m for facing windows to habitable rooms. This is only breached in one instance between properties on site where this distance drops to 20m as a result of achieving a marginally increased separation to the fronts of buildings.

Privacy issues between habitable rooms to the front of the buildings are of concern between semi-detached properties at units 15 & 16 and 17 & 18. At ground floor windows would face each other over a distance of 9m, rising to ten at upper floors. However as this is to the active street frontage and these units retain adequate privacy to the rear it is not considered that the issue raises a significant concern.

### **Dwelling size**

Table 3.3 in the London Plan provides a minimum gross internal floor area for different types of dwelling. The Mayor's Housing SPG November 2012 includes a wider ranging Minimum Floorspace Table based upon the same standards under Annex 4.

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

| <b>Unit Type</b> | <b>Number Beds and people</b> | <b>Number Hab rooms</b> | <b>Number of Type of unit</b> | <b>Gross Internal Area per unit m<sup>2</sup></b> | <b>Mayor's Housing SPG GIA/unit m<sup>2</sup></b> |
|------------------|-------------------------------|-------------------------|-------------------------------|---|---|
| A1               | 3b6p                          | 4                       | 12                            | 117   | 111   |
| A2               | 3b6p                          | 4                       | 2                             | 123   | 111   |
| A3               | 3b6p                          | 4                       | 2                             | 120   | 111   |
| B                | 3b5p                          | 4                       | 4                             | 107   | 102   |
| F1               | 3b6p                          | 5                       | 1                             | 137   | 111   |
| F2               | 3b6p                          | 5                       | 3                             | 137   | 111   |
| F3               | 3b6p                          | 4                       | 3                             | 122   | 111   |
| I                | 3b6p                          | 6                       | 2                             | 137   | 111   |
| J1               | 3b5p                          | 5                       | 2                             | 139   | 102   |

|    |      |   |   |     |     |
|----|------|---|---|-----|-----|
| G  | 3b6p | 4 | 8 | 126 | 111 |
| D  | 4b8p | 6 | 2 | 151 | 133 |
| E1 | 4b8p | 6 | 5 | 149 | 139 |
| E2 | 4b7p | 5 | 3 | 136 | 118 |
| J2 | 4b6p | 6 | 4 | 155 | 113 |
| K  | 4b7p | 8 | 4 | 200 | 124 |
| L  | 4b7p | 8 | 1 | 217 | 130 |

### Private Amenity Space

Private amenity space for the new homes is provided in the form of individual rear gardens to all dwellings. Only a single unit (No.42) fails to achieve the minimum area requirement for amenity space under the Council's guidance in its Draft Sustainable Construction and Development SPD. The majority far exceed the required areas.

Unit 42, a 3 bed 6 person unit, has a rear garden area of 35m<sup>2</sup>, 20m<sup>2</sup> less than the SPD's target.

Whilst the Garden Housing typology established within the Design Code and the large family nature of the units proposed raise the importance of providing a satisfactory level of private amenity space, this dwelling is located within 100m walking distance of the eastern park and within 30m of the area of doorstep play.

It is considered that alternative amenities would be available to any future occupants of this private sale property and that given the fact that all other units would achieve or surpass the requisite garden size standards the proposal is acceptable on grounds of private amenity space provision.

### Public Open Spaces

No formal play provision is proposed as a part of Phase 1A due to its close proximity to a Local Area of Play in the eastern Park adjacent to Phase1.

100m<sup>2</sup> of informal play space is provided within a landscaped area of Doorstep play to the north of the eastern car parking court. This would incorporate a grassed area with two wooden children's play sculptures, a tree with a surrounding circular wooden bench and further soft landscaping. A hedge would form the boundary of the doorstep play area with low wooden gates providing a level of separation from the roadway. A level of security would be given to users of the area through overlooking from windows on the flank elevations of adjacent properties.

Although the doorstep play area was not included as a necessity within the Design Code it is considered to be a positive addition to the proposal providing future residents with a communal area of open space in their ownership to supplement private garden amenity space.

### Public Gateway Open Space

At the South eastern corner of the site adjacent to the junction of the primary east-west link road the Design Code suggests a Landmark building could be appropriate to provide a gateway to 'Millbrook Park'. The proposal instead incorporates a 'gateway open space' thereby drawing the openness of the greenbelt edge into the Mill Hill Site and providing a public amenity framed by two detached houses and allowing the retention of existing mature trees.

The resulting environment created for future occupants is considered to be of high quality

meeting requirements of both internal and external amenity space. The proposals are therefore considered to be acceptable in terms of the impact upon future residents.

### **Impacts on amenities of neighbouring and surrounding occupiers and users:**

The application site shares a boundary with properties at the Ridgemont and back to back relationships are proposed the 21m standard is achieved in the majority of instances and only being broken marginally with a reduction to 20m in one location. This is not considered to have a significantly detrimental impact upon neighbouring occupants.

The scale of the proposed houses and distances achieved to neighbouring occupants prevent concerns over significant overshadowing or loss of light to these units.

### **Noise**

The residential dwellings proposed would not be expected to generate high levels of noise and disturbance to the extent that they would harm the amenities of the occupiers of neighbouring properties (which include residential uses) in the normal course of their occupation.

### **Conclusions**

The proposed development is considered to be acceptable and compliant with the relevant development plan policies as they relate to the protection of the amenities of neighbouring and surrounding occupiers and users.

### **Affordable Housing**

It has been established in the outline Planning application that due to high initial infrastructure costs no affordable housing will be provided in Phase 1a.

### **Transport, parking and highways matters:**

#### **Internal Estate Roads**

As part of the outline consent, it was agreed that both un-adopted and adopted streets will be designed to accommodate refuse and emergency vehicles across the whole development. Swept paths / tracking provided show that refuse and emergency vehicles can manoeuvre safely. This is highlighted on drawing ref: WIM-MBP-(AL) 010 Rev. T.

The main access road leading to Phase 1A is narrowed at places with the planting of trees to a minimum width of 3.7 m in line with the Design Code. At these pinch points, only one way traffic movement can be achieved, the distances between these pinch points are considered to allow vehicles to pass one another without endangering pedestrians on the shared surface and it is therefore considered acceptable.

#### **Accessibility and Inclusivity**

Six houses within Phase 1a which are wheelchair adaptable. The allocated car parking spaces to these houses must be in close proximity to their entrance points.

Plot 32, a wheelchair adaptable unit, has a car parking space 16m from the front entrance. The mobility needs for the disabled users must be considered on this newly created environment and further advice can be found from Department for Transport 'Inclusive mobility'.

A condition requiring submission of an accessibility statement is required to ensure that the layout of disabled car parking spaces is acceptable.

### Materials

The surface materials proposed are in accordance with the design code specifications, in accordance with the outline consent, condition 4. The Design Code for Millbrook Park specifies the 'must do' and 'should do' items for highways under the 'Movement hierarchy' and 'Materials' sub headings.

The drawing number MBP AL9-100Rev C provides details of hard surfaces proposed for this phase of the development. The access road serving this development will be constructed in permeable concrete block pavers.

### Pedestrian Facilities

Access and movements were established as part of the outline application under the 'Pedestrian favoured streets' shared surfaces are supported in this phase within the Design Code.

With regards to the pedestrian permeability with the surrounding area, three access points are created, two of these will be providing better pedestrian links with Frith Lane. The other access point is created to improve the pedestrian permeability, linking this phase with the south side of Mill Hill regeneration.

The crossing point is designed to be slightly away from the pedestrian desire line and it goes through Plots 43 and 47. The drawings submitted also show the proposed technical drawings for the East West road with no formal crossing facilities provided in the near vicinity.

The east west link road crossing falls outside the boundary of this reserved matters application. Highways officers have advised of the importance of this crossing point between Phase 1 a and the school site.

### Parking

Car parking is provided on, a one to one ratio for 3 bed houses and 2 car parking spaces are for the 4 bed houses. A total of 77 car parking spaces are provided which complies with approved criteria for the development. In addition, there are 4no car parking spaces provided for visitors. The allocation of parking spaces are shown on a drawing submitted ref: WIM MBP-(AL)-010 Rev. T and location is considered to be in close proximity to the properties.

Tracking has been provided to demonstrate the accessibility of the tightest car parking spaces.

In the design and access statement, it is mentioned that 4 visitors spaces could be used also as car club spaces. A condition attached to the outline application has already established the location for such spaces outside of Phase 1a therefore in accordance with the clearance of this condition the 4 spaces as shown in this proposal to be used only for visitors.

A Parking Management Strategy has yet to be submitted and must be conditioned in order for the proposal to be considered acceptable. This will demonstrate how vehicles will be prevented from parking on the non designated areas, in particular on the shared through route which is essential for traffic movements and the free flow of traffic. The strategy should clearly mark the parking spaces, and provide sufficient information to demonstrate that monitoring and enforcement to prevent illegal parking will be in place prior to occupation of the first dwelling.



### Cycle provision/parking

In this proposal each house has a secure bicycle storage at the rear of the properties. These appear to demonstrate the provision of two cycle parking spaces but do not provide sufficient detail a condition requiring details of the proposed cycle storage is recommended to ensure compliance with the London Plan requirement for 2 x cycle storage spaces per 3 or more bed unit.

### Refuse/Recycle

The LBB's guidance notes "Information for developers and architects – provision of domestic and organic waste collection services, and recycling facilities" include details on refuse bin sizes required for new dwellings and provisions required for recycling. The walking distance from the kerb to the location of the bins is less than 10m in all cases.

The tracking of refuse and recycle vehicles must be assessed taking into the account LBB's vehicles and the measurements are provided on the guidance noted mentioned above. Please include a Condition to provide swept paths.

The entry-through road on Phase 1A and other roads serving this development are not proposed to be offered for adoption. Nevertheless, the roads and other shared surfaces on this development must be constructed to withstand the largest type loads of vehicles proposed to enter/exit these areas. An indemnity condition has been included on the Outline application for all phases. An informative will be included on this recommendation.

### Design Details

Further details to follow that deal with other highways elements, such as: lighting columns proposed locations (and other lights, if applicable), an assessment to ensure that needs for disabled users have been addressed, as well as the proposed signs location used for informative purposes, or other signs proposed.

### Recommendation

Subject to the conditions attached the application is considered acceptable on Highway Grounds.

### **Creating inclusive environments for all members of the community:**

Planning policies make it clear that new developments should be accessible, usable and permeable for all users. Statements should be submitted with proposals explaining how the principles of inclusive design have been integrated into the development for which consent is sought.

The documents submitted with the application identify a number of ways in which the design of the proposed buildings has been influenced by the desire to make it accessible for all members of the community. The proposed development would include 6 units which would be fully wheelchair accessible or easily adaptable for residents who are wheelchair users. This is in excess of the 10% requirement. As outlined above 6 of the parking spaces proposed would be provided to a disabled parking space standard.

Condition 70 of the outline planning application H/04017/09 requires all houses in the Mill Hill East redevelopment to be built to Lifetime Homes standards.

### **Safety and security matters:**

Development plan policies require new developments to provide a safe and secure environment for people to live and work in and reduce opportunities for crime and fear of

crime. Concerns raised by the police have been addressed in the amended plans to their satisfaction.

## **Energy, climate change, biodiversity and sustainable construction matters:**

### **Sustainable design and construction**

The application is accompanied by a Sustainability and Energy Statement. This document sets out the applicant's commitment to achieving level 4 under the Code for Sustainable Homes and demonstrates how this could be achieved.

As part of reaching this level under the Code for Sustainable Homes the dwellings proposed will need to achieve an improvement of 25% over the Target Emission Rate under the 2010 Building Regulations. Such an improvement is adequate for the scheme to comply with the requirements of policy on the reduction of carbon dioxide emission.

### **Photovoltaics**

In part to achieve the targeted Code level of 4 and in accordance with condition 88 of the Outline Application, requiring the provision of 10,000m<sup>2</sup> of Photovoltaic panels prior to the occupation of the 1,500<sup>th</sup> unit at Millbrook Park it is necessary for phase 1a to accommodate 387m<sup>2</sup> of Photovoltaics. The inclusion of this level of panels within the roofslopes has been demonstrated in plan WIM-MBP-101-PV array – 12/12/04.

Roofslopes have been selected in order to both optimise the function of the panels and reduce their impact upon the appearance of the development.

A condition has been recommended requiring additional details in relation to this aspect of the proposal.

### **Biodiversity matters**

Phase 1a has been exempted from the requirement of Green or Brown Roofs required by condition 85 of outline planning application (H/04017/09) due to the pitched roofs proposed which would not accommodate such a feature.

The landscaping proposals with particular reference to the green edge to Frith Lane are considered to be beneficial in terms of the provision of a mixed species hedge and planting buffer which will act as a green corridor to the eastern edge of the site linked to the existing planting fronting the Ridgemount site and in close proximity to the Greenbelt woodland across the road. In addition a number of bat and bird boxes are proposed in the retained trees on site.

Although the development will result in the loss of two mature B grade Oak trees to the north of the site with a corresponding detrimental impact to existing biodiversity this loss was accepted as a part of the Outline application.

In terms of the proposed landscaping the development is found to be acceptable and compliant with policy on biodiversity and nature conservation matters.

## **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.

The Phase 1A development will offer inclusive design for safe and easy use for all. Part M, Lifetime Homes (LTH), The Disability Discrimination Act (DDA) and The Habinteg Wheelchair Housing Design guide have guided the development and resolution of the proposal.

The public realm has been designed to be welcoming and robust while being readily understandable. The use of a shared surface (combined road and pavement) along with low car speeds (max 20 mph) will create a continuous public realm to assist navigation through the development and the enclosure of private gardens and spaces will enhance legibility and security.

Most parking is on plot however where parking courts occur these have been designed to be flexible in their use, comfortably accommodating the needs of the car as well as pedestrians and cyclists. Informal play space has been integrated into the public realm.

Both Lifetime Homes and Habinteg's Wheelchair design guidance as well as Building Regs Part M have been followed to optimise levels so that paths and roads are navigable, level or gently sloping, and entrances can be negotiated by all. Level surfaces are used on all roads and paths. In some cases due to the extreme falls across the site some gradients reach 1:13 units and this has resulted in prioritisation of compliance with guidance with Part M being always being achieved.

Frith Lane is accessible at two points from the site via a well overlooked gently sloping pathway, which access from the centre of the site. Access can also be achieved on foot or by wheelchair from the west and south.

The Highway report describes our detailed highway strategy incorporating discussions and agreement with highway officers. Tracking and audits have been carried out to ensure that cars as well as Emergency and Refuse vehicles can access the site.

Movement within buildings and access to refuse and bike stores has been integrated with the site wide access strategy.

It is considered by officers that the submission adequately demonstrates that the design of

the development and the approach of the applicant are acceptable with regard to equalities and diversity matters. The proposals do not conflict with either Barnet Council's Equalities Policy or the commitments set in our Equality Scheme and supports the council in meeting its statutory equality responsibilities.

## **6. CONCLUSION**

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 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 proposed development generally and taken overall accords with the relevant development plan policies, the parameters established by the Outline application and the approved Design Code. It is therefore considered that there are material planning considerations which justify the grant of planning permission. Accordingly, **APPROVAL** subject to conditions is recommended, as set out in the recommendations section at the beginning of this report.

# **APPENDIX 1**

## **KEY POLICY CONTEXT AND ANALYSIS**

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

| <b>Policy</b>  | <b>Content Summary</b>   | <b>Extent of compliance and comment</b>  |
|--|--|--|
| 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.   |
| 2.6 (Outer London: Vision and Strategy); and 2.8 (Outer London: Transport) | Work to realise the full potential of outer London.<br><br>Recognise and address the orbital, radial and qualitative transport needs of outer London.  | Compliant: The proposal is considered to demonstrate the influence of these policies and would comply with their key relevant objectives.<br><br>These include the provision of new homes which meet development plan policy and the inclusion of measures encouraging travel by non car modes of transport.   |
| Policy 2.18 (Green infrastructure: the network of open and green spaces)   | Development proposals should enhance London's green infrastructure.  | Compliant: Subject to the conditions recommended the proposal would provide appropriately designed soft landscaped areas and areas of open green amenity space.  |
| Policy 3.2 (Improving health and addressing health inequalities)           | New developments should be designed, constructed and managed in ways that improve health and promote healthy lifestyles.   | As controlled by the conditions and obligations recommended the proposal would be designed, constructed and managed in ways that promote healthy lifestyles. Examples of this include measures to encourage cycling.   |
| 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 58 new family dwellings contributing towards strategic housing targets for Barnet and London.  |
| 3.4 (Optimising housing potential)   | Development should optimise housing output for different types of location taking into account local context and character, the London Plan design principles and public transport capacity. Proposals which compromise this policy should be resisted.  | Compliant: The proposed development makes optimum use of the site whilst remaining within the Density Matrix range.  |
| Policy 3.5 (Quality and design of housing developments)                    | Housing developments should be of the highest quality internally, externally and in relation to their context and wider environment, taking account of the policies in the London Plan.<br><br>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. | Compliant: The application is considered to demonstrate the influence of these policies and compliance with their key objectives.<br><br>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 the appropriate design quality.<br><br>The new dwellings proposed would all achieve the relevant London Plan minimum space standards and, as controlled by the conditions recommended the scheme would be of a sufficiently high quality internally, externally and in relation to their context and the wider environment. |
| Policy 3.6   | New housing should make provision for  | Compliant: The proposal provides sufficient  |

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| (Children and young people's play and informal recreation facilities)                     | play and informal recreation based on the child population generated by the scheme and an assessment of future needs.   | quantities of space for play and informal recreation in accordance with the Millbrook Park application and has also provided a distinct area of doorstep plan. The Proximity of the site the the Eastern park and the private gardens have justified no further provision.  |
| 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.</p> <p>A balance in full accordance with the council's objectives would be achieved by the wider Millbrook park development.</p>  |
| 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>Compliant: The proposal is accompanied by adequate assessments and includes a range of measures to mitigate climate change and reduce carbon dioxide emissions in accordance with the requirements of this policy. Conditions have been recommended to ensure that these are carried through into implementation. The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives.</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 4.</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 5.7 (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>  | <p>Compliant: The submission demonstrates how the development proposed would achieve acceptable reductions in carbon dioxide emissions and have good sustainability credentials more widely, without the inclusion of on site renewable energy generation.</p> <p>The submission identifies measures that are included in the scheme to reduce the potential for overheating and reliance on air conditioning.</p> <p>The proposal is considered to demonstrate the influence of these policies and compliance with their key objectives.</p>                         |

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| <p>Policy 5.10 (Urban greening);<br/>Policy 5.11 (Green roofs and development site environs)</p>           | <p>Development proposals should integrate green infrastructure from the beginning of the design process to contribute to urban greening.</p> <p>Proposals should be designed to include roof, wall and site planting to deliver as wide a range of the objectives associated with such planting as possible.</p>                 | <p>Compliant: The proposed development incorporates several areas of new soft landscaping on the site. Details of these would be controlled through the conditions recommended to ensure that they achieve as many of the objectives of this policy as are possible.</p>  |
| <p>Policy 5.14 (Water quality and wastewater infrastructure);<br/>Policy 5.15 (Water use and supplies)</p> | <p>Proposals must ensure that adequate waste water infrastructure capacity is available in tandem with development.</p> <p>Development should minimise the use of mains water and conserve water resources.</p>  | <p>Compliant: Thames Water has confirmed that there is adequate waste water infrastructure to accommodate the development.</p> <p>Conditions have been recommended to ensure that the proposal would minimise the use of mains water and conserve water.</p>  |
| <p>6.9 (Cycling);<br/>6.10 (Walking)</p>   | <p>Proposals should provide secure, integrated and accessible cycle parking facilities in line with in minimum standards and provide on-site changing facilities for cyclists.</p> <p>Development proposals should ensure high quality pedestrian environments and emphasise the quality of the pedestrian and street space.</p> | <p>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.</p>  |
| <p>6.13: (Parking)</p>   | <p>The maximum standards in the London Plan should be applied to planning applications and developments should also provide electrical charging points, parking for disabled people and cycle parking in accordance with the London Plan standards. Delivery and servicing needs should also be provided for.</p>                | <p>Compliant: The proposal is considered to demonstrate the influence of this policy and provide appropriate levels of parking in the relevant regards.</p>   |
| <p>7.1 (Building London's Neighbourhoods and Communities)</p>  | <p>In their neighbourhoods people should have a good quality environment in an active and supportive local community with the best possible access to services, infrastructure and public transport to wider London. Neighbourhoods should also provide a character that is easy to understand and relate to.</p>                | <p>Compliant: The application is considered to demonstrate the influence of this policy and design of this proposal accords with the objectives of this policy.</p>   |
| <p>7.2: (Inclusive environment)</p>  | <p>Design and Access Statements should explain how, the principles of inclusive design, including the specific needs of older and disabled people, have been integrated into the proposed development, whether relevant best practice standards will be complied with and how inclusion will be maintained and managed.</p>      | <p>Compliant: The proposal includes a range of measures to ensure that the development would provide an inclusive environment for all members of the community. Through the conditions recommended it would be ensured that the development would be implemented and operated to accord with the objectives of this policy.</p> |
| <p>7.3 (Designing out crime)</p>   | <p>Development proposals should reduce the opportunities for criminal behaviour and contribute to a sense of security without being overbearing or intimidating.</p>   | <p>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.</p>  |
| <p>7.4 (Local character);<br/>7.5 (Public realm);<br/>7.6</p>  | <p>Buildings, streets and spaces should provide a high quality design response.</p> <p>Public spaces should be secure, accessible, inclusive, connected, easy to</p>   | <p>Compliant: Officers consider that, subject to the requirements of the conditions recommended, the proposed development provides an appropriate and quality design approach to the buildings and spaces which form part of the application. The proposal is</p>   |



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| (Architecture)                                      | <p>understand and maintain, relate to local context and incorporate the highest quality design, landscaping, planting, street furniture and surfaces.</p> <p>Architecture should make a positive contribution to a coherent public realm, incorporate the highest quality materials and design appropriate to its context.</p>   | <p>considered to demonstrate the influence of these policies and compliance with their key objectives where they are relevant.</p>   |
| 7.8 (Heritage assets and archaeology)               | <p>Development should identify, value, conserve, restore, reuse and incorporate heritage assets where appropriate.</p> <p>Development affecting heritage assets and their settings should be conserve their significance, by being sympathetic to their form, scale, materials and architectural detail.</p> <p>New development should make provision for the protection of archaeological resources, landscapes and significant memorials.</p>  | <p>Compliant: The proposal would not have significant negative impacts on any heritage assets. The application is considered to demonstrate the influence of this policy and compliance with its key objectives.</p> <p>English Heritage have responded to the consultation and confirmed that they would not raise any objection or request that conditions are placed on any grant of consent.</p> |
| 7.13 (Safety, security and resilience to emergency) | <p>Proposals should contribute to the minimisation of potential physical risks and include measures to assist in designing out crime and terrorism.</p>  | <p>Compliant: The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives.</p> <p>The Metropolitan Police Service and London Fire and Emergency Protection Authority have not raised any objections to the application.</p>  |
| 7.19 (Biodiversity and access to nature)            | <p>Proposals should:</p> <ul style="list-style-type: none"> <li>- Wherever possible make a positive contribution to the protection, enhancement, creation and management of biodiversity.</li> <li>- Prioritise assisting in meeting targets in biodiversity action plans and/or improve access to nature in areas deficient in accessible wildlife sites.</li> <li>- Be resisted where they have significant adverse impacts on the population or conservation status of a protected species, or a priority species or habitat identified in a biodiversity action plan.</li> </ul> | <p>Compliant: Natural England have not raised any objections to the proposal and the application is considered to demonstrate the influence of this policy and includes measures to make a positive contribution to biodiversity.</p>  |
| 7.21 (Trees and woodlands)                          | <p>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.</p>  | <p>Compliant: The application is considered to demonstrate the influence of this policy and compliance with its key objectives. The proposal would result in the removal of trees, but adequate replacement planting has been proposed. Conditions have been recommended to ensure that the key objectives of this policy would be carried through at implementation.</p>                            |

**Table 2: 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> <li>- Ensure that development funds infrastructure through Section 106 Agreements and other funding mechanisms.</li> <li>- Protect and enhance Barnet's high quality suburbs.</li> </ul> | Compliant: the proposal is considered to show the influence of this policy and demonstrates compliance with its key objectives.<br><br>The location is considered to be appropriate for a development of the form and nature proposed. The design of the scheme is of a quality that achieves the objective of protecting the high quality suburbs surrounding the site.   |
| CS3 (Distribution of growth in meeting housing aspirations)                                     | Outside of the areas identified specifically for growth the approach to development opportunity sites will be set within the context of the density matrix in the London Plan. This will seek to optimise housing density to reflect local context, public transport accessibility and the provision of social infrastructure.  | Compliant: The proposal makes optimum use of the site complying with the Outline Permission and falling in the appropriate range of densities established by the London Plan.  |
| 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</li> </ul>  | Compliant: The submission is considered to demonstrate the influence of this policy and show compliance with its key objectives.<br><br>The proposal provides an appropriate mix of dwelling types and sizes and includes a range of measures to ensure that the development would provide an inclusive environment for all members of the community. This includes all the dwellings proposed being constructed to achieve the relevant Lifetime Homes standards. |

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|   | <p>wide target of 40% affordable homes on sites capable of accommodating 10 or more dwellings.</p> <ul style="list-style-type: none"> <li>- Seek an appropriate mix of affordable housing comprising 60% social rented housing and 40% intermediate housing.</li> </ul>  |   |
| CS5 (Protecting and enhancing Barnet's character to create high quality places) | <p>The council will ensure that development in Barnet respects local context and distinctive local character, creating places and buildings with high quality design.</p> <p>Developments should:</p> <ul style="list-style-type: none"> <li>- Address the principles, aims and objectives set out in the relevant national guidance.</li> <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> | <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 relationship with neighbouring buildings and spaces and provide a scheme of an appropriate design quality. The new dwellings proposed would all be of a sufficiently high quality internally, externally and in relation to their immediate context and the wider environment.</p> |
| CS11 (Improving health and wellbeing in Barnet)                                 | <p>Will improve health and wellbeing in Barnet through a range of measures including supporting healthier neighbourhoods, ensuring increased access to green spaces and improving opportunities for higher levels of physical activity.</p>  | <p>Compliant: The design of the development has been influenced by the desire to create a healthy residential environment.</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>  |

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| CS13 (Ensuring the efficient use of natural resources) | <p>The council will:</p> <ul style="list-style-type: none"> <li>- Seek to minimise Barnet's contribution to climate change and ensure that the borough develops in a way which respects environmental limits and improves quality of life.</li> <li>- Promote the highest environmental standards for development to mitigate and adapt to the effects of climate change.</li> <li>- Expect development to be energy efficient and seek to minimise any wasted heat or power.</li> <li>- Expect developments to comply with London Plan policy 5.2.</li> <li>- Maximise opportunities for implementing new district wide networks supplied by decentralised energy.</li> <li>- Make Barnet a water efficient borough, minimise the potential for fluvial and surface flooding and ensure developments do not harm the water environment, water quality and drainage systems.</li> <li>- Seek to improve air and noise quality.</li> </ul> | <p>Compliant: The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives.</p> <p>The proposal is accompanied by adequate assessments and includes a range of measures to mitigate climate change and reduce carbon dioxide emissions in accordance with the requirements of this policy. The submission demonstrates how the development proposed would achieve acceptable reductions in carbon dioxide emissions and have good sustainability credentials more widely, without the inclusion of CHP (which is not proposed for use in the development).</p> |
| CS14 (Dealing with our waste)                          | <p>The council will encourage sustainable waste management by promoting waste prevention, re-use, recycling, composting and resource efficiency over landfill and requiring developments to provide appropriate waste and recycling facilities.</p>   | <p>Compliant: It is considered that this development demonstrates the influence of this policy and subject to the conditions recommended would achieve the requirements of this policy.</p>   |

### Development Management Policies

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| DM01 (Protecting Barnet's character and amenity) | <p>Development should represent high quality design that contributes to climate change mitigation and adaptation.</p> <p>Proposals should be based on an understanding of local characteristics, preserve or enhance local character and respect the appearance, scale, mass, height and pattern of surrounding buildings, spaces and streets.</p> <p>Development should ensure attractive, safe and vibrant streets which provide visual interest. Proposal should create safe and secure environments, reduce opportunities for crime and minimise fear of crime.</p> <p>Development should be designed to allow for adequate daylight, sunlight, privacy and outlook for adjoining and potential occupiers and users. Lighting schemes should not have a demonstrably harmful impact on amenity or biodiversity. Proposals should retain outdoor amenity space.</p> <p>Trees should be safeguarded and when protected trees are to be felled the</p> | <p>Compliant: The application is considered to demonstrate the influence of this policy and compliance with its key objectives. Where appropriate conditions have been recommended to ensure that the development implemented will achieve the objectives of the policy.</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 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. Conditions have been recommended to ensure that appropriate street lighting implemented as part of the scheme.</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>Natural England has not raised any objections to the</p> |
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|  | <p>Council will require suitable tree replanting. Proposals will be required to include landscaping that is well laid out; considers the impact of hardstandings on character; achieves a suitable visual setting; provides an appropriate level of new habitat; makes a positive contribution to the to the surrounding area; contributes to biodiversity (including the retention of existing wildlife habitat and trees); and adequately protects existing trees and their root systems.</p>  | <p>proposal and the application includes measures to make a positive contribution to biodiversity. The proposal would result in the removal of trees, but adequate landscaping, including replacement trees planting has been proposed.</p>  |
| DM02<br>(Development standards)              | <p>Development will be expected to demonstrate compliance with relevant standards, supported by the guidance provided in the Council's Supplementary Planning Documents.</p>   | <p>Compliant: The submission is considered to demonstrate the influence of this policy and meets relevant standards. All the dwellings would achieve Code for Sustainable Homes Level 4, meet the Lifetime Homes Standards and achieve the London Plan minimum floor space standards. Policy compliant levels of outdoor amenity and play space would be provided on site and 10% of the dwellings would be constructed to be easily adaptable to wheelchair accessible standards.</p>   |
| DM03<br>(Accessibility and inclusive design) | <p>Developments should meet the highest standards of accessible and inclusive design.</p>  | <p>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..</p>  |
| DM04<br>(Environmental considerations)       | <p>Developments are required to demonstrate their compliance with the Mayor's targets for reductions in carbon dioxide emissions within the framework of the energy hierarchy.</p> <p>Where decentralised energy is feasible or planned development will provide either suitable connection; the ability for future connection; a feasibility study or a contribution to a feasibility study.</p> <p>Proposals should be should be designed and sited to reduce exposure to air pollutants and ensure that development is not contributing to poor air quality. Locating development that is likely to generate unacceptable noise levels close to noise sensitive uses will not normally be permitted. Proposals to locate noise sensitive development in areas with existing high levels of noise not normally be permitted. Mitigation of noise impacts through design, layout and insulation will be expected where appropriate.</p> <p>Development on land which may be contaminated should be accompanied by an investigation to establish the level of contamination. Proposals which could adversely affect ground water quality will not be permitted.</p> <p>Development should demonstrate compliance with the London Plan water hierarchy for run off, especially in areas</p> | <p>Compliant: The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives.</p> <p>The proposal is accompanied by adequate assessments and includes a range of measures to mitigate climate change and reduce carbon dioxide emissions in accordance with the requirements of this policy. The submission demonstrates how the development proposed would achieve acceptable reductions in carbon dioxide emissions and have good sustainability credentials more widely, without the inclusion of CHP (which is not proposed for use in the development).</p> <p>The proposal would not have a significant adverse impact on the local noise environment. The submission assesses the impact of the local noise environment on the development. The amenities of future occupiers would be adequately protected as far as is practicable in this regard.</p> |

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|  | prone to flooding.  |  |
| DM06 (Barnet's heritage and conservation)                            | <p>All development to have regard to the local historic context and protect heritage assets in line with their significance.</p> <p>Development proposals to preserve or enhance the character and appearance of conservation areas and protect archaeological remains.</p>   | <p>Compliant: The proposal would not have significant negative impacts on any heritage assets. The application is considered to demonstrate the influence of this policy and compliance with its key objectives.</p> <p>English Heritage have responded to the consultation and confirmed that they would not raise any objection or request that conditions are placed on any grant of consent.</p>   |
| DM08 (Ensuring a variety of sizes of new homes to meet housing need) | <p>Development should provide, where appropriate a mix of dwelling types and sizes in order to provide choice.</p> <p>Barnet's dwelling size priorities are 3 bedroom properties the highest priority for social rented dwellings, 3 and 4 bedroom properties the highest priority for intermediate affordable dwellings and 4 bedroom properties the highest priority for market housing, with three bedroom properties a medium priority.</p>   | <p>Compliant: The submission is considered to demonstrate the influence of this policy and provides an appropriate mix of dwelling types and sizes.</p>  |
| DM16 (Biodiversity)  | <p>The Council will seek the retention and enhancement, or the creation of biodiversity.</p>  | <p>Compliant: Natural England have not raised any objections to the proposal and the application is considered to demonstrate the influence of this policy and includes measures to make a positive contribution to biodiversity.</p>  |
| 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> <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</li> </ul> | <p>Compliant: The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives. Conditions and obligations have been recommended to ensure that the objectives of this policy would be carried through to implementation.</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 scheme will provide sufficient parking spaces (including disabled standard spaces) for the 58 dwellings proposed, which is sufficient to comply with the Local Plan parking standards and the approved outline consent.</p> <p>Officers consider that the scheme proposes suitable access arrangements and an appropriate quality of pedestrian environment. The proposal would deliver acceptable facilities for pedestrians, cycles and cyclists.</p> <p>These issues are discussed in greater detail in section 3 of the report.</p> |

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|  | <p>following per unit maximum standards:</p> <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> <p>- Residential development may be acceptable with limited or no parking outside a Controlled Parking Zone only where it can be demonstrated that there is sufficient on street parking capacity.</p> |  |
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| <b>AAP POLICY</b>                       | <b>Key REQUIREMENT</b>  | <b>Comment</b>   |
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| <b>General Policies</b>                 |   |  |
| <b>MHE1</b>                             | <p>Area for Intensification-Development will comprise:</p> <ul style="list-style-type: none"> <li>• A total of around 2,660 residential units including 2,000 new units;</li> <li>• Minimum of 500 jobs;</li> <li>• Around 1,000 sqm of retail floorspace;</li> <li>• 2 form entry primary school;</li> <li>• Community and health facilities;</li> <li>• Open space and children's play facilities.</li> </ul> | <p>The proposal is designed in accordance with the approved outline planning application and would go towards achieving the requirements of this policy.</p>               |
| <b>Residential Development</b>          |   |  |
| <b>MHE2</b>                             | <p>Housing-</p> <ul style="list-style-type: none"> <li>• Mix of housing types including a significant proportion of family housing.</li> <li>• A target of 50% Affordable housing</li> <li>• A net average density of 85dph.</li> <li>• Development to be built to Lifetime Homes Standard</li> </ul>   | <p>The proposal would provide a significant proportion of family housing but has no requirement for affordable housing in keeping with the outline permission.</p>         |
| <b>Green Spaces and the Environment</b> |   |  |
| <b>MHE8</b>                             | <p>Children's Play Space</p> <p>– Provision on site based on assessment of need</p>   | <p>Doorstep play space would be provided in accordance with the requirements of the design code and the Outline permission.</p>  |
| <b>Transport and Access</b>             |   |  |
| <b>MHE12</b>                            | <p>Sustainable Transport – To include</p> <ul style="list-style-type: none"> <li>• A bus route between Bittacy Hill and Frith Lane;</li> </ul>  | <p>The S106 agreement contains a comprehensive package of funding for highways measures including works to improve the station forecourt; provision of cycle paths and</p> |

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|                                | <p>and</p> <ul style="list-style-type: none"> <li>• Improvements to Mill Hill East Underground station, station forecourt and bus Interchange preparation of a public transport strategy and contributions towards the provision of public transport. Direct and safe walking/cycling routes across the development.</li> </ul>  | <p>funding for buses.</p>   |
| MHE13                          | <p>Parking Residential parking to vary across site dependent upon proximity to public transport and unit size. UDP standards will be taken as a maximum and a lower car parking ratio encouraged. Provision of travel plans to include measures to reduce car usage. Residential and non residential parking to be at levels consistent with adopted council policy and Annex 4 of the London Plan</p>   | <p>The development contains an appropriate level of overall residential parking provision. This maximum parking ratio accords with the UDP residential parking standards. Non residential parking and cycle parking also accord with the parking standards in the UDP and Annex 4 of the London Plan. The S106 will require travel plans for individual businesses, the residential development and school and there are Contributions for Travel Incentives and monitoring of the Travel Plan.</p> |
| <b>Sustainable Development</b> |  |   |
| MHE14                          | <p>Creating a Sustainable Development – Residential development to achieve a minimum of Code Level 4. Commercial and community buildings to achieve a BREEAM excellent rating. Construction materials to achieve a rating of A+ to D in the BRE Green Guide. Sustainable Urban Drainage Systems (SUDS) to be used. Use of green and brown roofs in particular on the school. Provision of grey water recycling. 20% of all energy requirements to be met through renewable</p> | <p>The proposal incorporates a range of ‘sustainability’ measures that seek to ensure that the development minimises emissions of carbon dioxide and adapts to climate change. As the application is in outline the principle of the delivery will be captured through the use of planning conditions and obligation. Full details of how these measures will be considered at Reserved Matters stage.</p>  |



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|                                    | <p>technologies.</p> <p>Provision of an energy strategy to include a feasibility study for provision of district heating.</p> <p>50% of waste to be recycled or composted. Provision of a minimum of 0.5 hectares of land for sustainable infrastructure.</p>   |   |
| <b>Design</b>                      |   |   |
| <b>MHE15</b>                       | <p>Design-</p> <ul style="list-style-type: none"> <li>• Creation of gateway near station with shops and offices around a new public square with enhanced pedestrian crossing;</li> <li>• Creation of high quality local high street linking square to centre of site;</li> <li>• Creation of three residential character areas that are responsive to the suburban character and setting of development: Green Belt edge, Central Slopes, Southern Hub;</li> <li>• Aligning parks and buildings and using site topography to create a series of panoramic views from public spaces but also to limit views into the site.</li> <li>• Community facilities and public transport stops to be within 5 minutes walk distance of most residents.</li> </ul> | <p>The indicative masterplan incorporates the creation of a 'gateway' to the site opposite Mill Hill East station; a north/south pedestrian spine; three residential character areas that respond to the character and setting of the development; provision of a series of park's and open spaces that respond to the sites topography and take advantage of the views out of the site. The Design Principles Document and parameter plans establish a comprehensive design framework for the preparation of reserved matters. Officers consider that the relevant criteria are met.</p> |
| <b>MHE16</b>                       | <p>Delivering design quality Development will be required to demonstrate a high level of quality in urban design, architecture and landscape design.</p>  | <p>As the application is in outline the detailed design of the development will be considered at Reserved Matters stage. The principles for delivering high quality design are enshrined in the Design Principles Document which will inform the detailed design.</p>   |
| <b>Implementation and Delivery</b> |   |   |
| <b>MHE18</b>                       | <p>Delivering the AAP – A comprehensive approach will be</p>  | <p>The application covers approx 70% of the AAP area this has been enabled by a voluntary agreement between the key</p>   |

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|  | <p>required to development to the site to ensure a high quality of design, an integrated layout and the timely delivery of social, economic, environmental and physical infrastructure improvements</p> | <p>landowners. The proposals therefore enable a comprehensive approach to the masterplanning of the majority of the AAP area in accordance with requirements of this policy.</p> |
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Key relevant local and strategic supplementary planning documents

**Local Supplementary Planning Documents and Guidance:**

- Contributions to Health Facilities from Development (July 2009)
- Contributions to Education from Development (February 2008)
- Contributions to Library Services from Development (February 2008)
- Sustainable Design and Construction (June 2007)
- Affordable Housing (February 2007)
- Planning Obligations (Section 106) (September 2006)

**Strategic Supplementary Planning Documents and Guidance:**

- Accessible London: Achieving an Inclusive Environment (April 2004)
- Housing (November 2005)
- Sustainable Design and Construction (May 2006)
- Health Issues in Planning (June 2007)
- Wheelchair Accessible Housing (September 2007)
- Planning for Equality and Diversity in London (October 2007)
- All London Green Grid (March 2012)
- Shaping Neighbourhoods: Play and Informal Recreation (September 2012)

- Draft SPG Note Affordable Housing (November 2011)
- Housing – Draft Supplementary Planning Guidance (December 2011)

# **APPENDIX 2**

## **INFORMATIVES**

## INFORMATIVES:

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

i) The proposed development accords with strategic planning guidance and policies as set out in The Mayor's London Plan: July 2011 and local planning policies.

In particular the following policies are relevant:

London Plan (2011): 3.6 (Children and Young People's Play and Informal Recreation Facilities), 3.7 (Large Residential Development), 7.5 (Public Realm), 7.8 (Heritage Assets and Archaeology), 7.18 (Protecting Local Open Space and Addressing Local Deficiency), 7.19 (Biodiversity and Access to Nature), 7.21 (Trees and Woodlands)

Core Strategy (Adopted 2012) Policies: CS NPPF (National Planning Policy Framework – Presumption in Favour of Sustainable Development), CS4 (Providing Quality Homes and Housing Choice in Barnet), CS5 (Protecting and Enhancing Barnet's Character to Create High Quality Places), CS7 (Enhancing and Protecting Barnet's Open Spaces), CS9 (Providing safe, effective and efficient travel), CS12 (Making Barnet a Safer Place), CS13 (Ensuring the Efficient Use of Natural Resources), CS14 (Dealing with Waste).

Development Management DPD Policies: DM01 (Protecting Barnet's Character and Amenity), DM02 (Development Standards), DM03 (Accessibility and Inclusive Design), DM04 (Environmental Considerations), DM06 (Barnet's Heritage and Conservation), DM08 (Ensuring a variety of sizes of new homes to meet housing Need), DM15 (Green Belt and Open Spaces), DM16 (Biodiversity), DM17 (Travel Impact and Parking Standards).

Mill Hill East Area Action Plan (AAP) 2009: MHE7 (Parks and Public Open Spaces), MHE9 (Protection of Green Belt and Biodiversity), MHE14 (Creating a Sustainable Development), MHE15 (Design), MHE17 (Conserving Built Heritage).

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

The reserved matters details submitted would result in a residential development with a high quality appearance and would create a residential environment that met the amenity requirements of future occupants of the family homes proposed. The proposals are in accordance with approved Parameter Plans and are considered to follow the principals established within the design code whilst complying with the development plan including the specific policies of the Mill Hill Area Action Plan. The submission is therefore considered to satisfactorily address reserved matters of: Layout Scale Landscaping and Appearance for Phase 1a of Outline application H/04017/09.

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:

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

| <b>Policy</b>  | <b>Content Summary</b>  |
|--|---|
| 1.1 (Delivering the strategic vision and objectives for London)  | Strategic vision and objectives for London including managing growth and change in order to realise sustainable development and ensuring all Londoners to enjoy a good and improving quality of life.   |
| 2.6 (Outer London: Vision and Strategy); and 2.8 (Outer London: Transport)   | Work to realise the full potential of outer London.<br><br>Recognise and address the orbital, radial and qualitative transport needs of outer London.   |
| Policy 2.18 (Green infrastructure: the network of open and green spaces)   | Development proposals should enhance London's green infrastructure.   |
| Policy 3.2 (Improving health and addressing health inequalities)   | New developments should be designed, constructed and managed in ways that improve health and promote healthy lifestyles.  |
| 3.3 (Increasing housing supply)  | Boroughs should seek to achieve and exceed the relevant minimum borough annual average housing target. For Barnet the target is 22,550 over the next 10 years with an annual monitoring target of 2,255.  |
| 3.4 (Optimising housing potential)   | Development should optimise housing output for different types of location taking into account local context and character, the London Plan design principles and public transport capacity. Proposals which compromise this policy should be resisted.   |
| Policy 3.5 (Quality and design of housing developments)  | Housing developments should be of the highest quality internally, externally and in relation to their context and wider environment, taking account of the policies in the London Plan.<br><br>The design of all new housing should incorporate the London Plan minimum space standards and enhance the quality of local places, taking account of physical context, local character, density, tenure and land use mix and relationships with and provision of spaces.  |
| Policy 3.6 (Children and young people's play and informal recreation facilities)   | New housing should make provision for play and informal recreation based on the child population generated by the scheme and an assessment of future needs.   |
| 3.8 (Housing choice)   | Londoners should have a genuine choice of homes that they can afford and which meet their requirements, including: <ul style="list-style-type: none"> <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);<br>Policy 3.12 (Negotiating affordable housing on individual private residential and mixed use schemes);<br>Policy 3.13 (Affordable housing thresholds) | Communities mixed and balanced by tenure and household income should be promoted across London.<br><br>The maximum reasonable amount of affordable housing should be sought for individual schemes. Negotiations should take account of a specific sites individual circumstances, including viability, the availability of subsidy, requirements and targets for affordable housing, the need to promote mixed and balanced communities and the need to encourage residential development.<br><br>Boroughs should normally require affordable housing provision a site which has capacity to provide 10 or more homes. |

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| Policy 3.16<br>(Protection and enhancement of social infrastructure)                               | London requires additional and enhanced social infrastructure provision to meet the needs of its population.  |
| Policy 5.1 (Climate Change Mitigation);<br>Policy 5.2<br>(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<br>(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<br>(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<br>(Renewable energy);<br>Policy 5.9<br>(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);<br>Policy 5.11 (Green roofs and development site environs)           | <p>Development proposals should integrate green infrastructure from the beginning of the design process to contribute to urban greening.</p> <p>Proposals should be designed to include roof, wall and site planting to deliver as wide a range of the objectives associated with such planting as possible.</p>  |
| Policy 5.12 (Flood risk management);<br>Policy 5.13<br>(Sustainable drainage)                      | <p>Proposals must comply with the flood risk assessment and management requirements of set out in PPS25.</p> <p>Proposals should utilise sustainable urban drainage systems unless there are practical reasons for not doing so and should aim to achieve Greenfield runoff rates and ensure that surface water runoff is managed as close to its source as possible. Drainage should be designed and implemented in ways that deliver other objectives of the London Plan.</p>   |
| Policy 5.14 (Water quality and wastewater infrastructure);<br>Policy 5.15 (Water use and supplies) | <p>Proposals must ensure that adequate waste water infrastructure capacity is available in tandem with development.</p> <p>Development should minimise the use of mains water and conserve water resources.</p>   |
| Policy 5.17 (Waste capacity)   | Suitable waste and recycling facilities are required in all new development.  |
| Policy 5.21<br>(Contaminated land)   | Appropriate measures should be taken to ensure that contaminate land does not activate or spread contamination.   |

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| <p>6.1 (Strategic Approach); 6.3 (Assessing Effects of Development On Transport Capacity)</p> | <p>The Mayor will work with all relevant partners to encourage the closer integration of transport and development.</p> <p>Streetspace managed to take account of the different roles of roads for neighbourhoods and road users in ways that support promoting sustainable means of transport.</p> <p>Development should ensure that impacts on transport capacity and the transport network are fully assessed. Proposals should not adversely affect safety on the transport network.</p> <p>Transport assessments, travel plans, construction and logistics plans and service and delivery plans should be prepared in accordance with the relevant guidance.</p> |
| <p>6.5 (Funding Crossrail and other strategically important transport infrastructure)</p>     | <p>Contributions will be sought from developments to Crossrail and other transport infrastructure of regional strategic importance to London's regeneration and development.</p>  |
| <p>6.9 (Cycling); 6.10 (Walking)</p>  | <p>Proposals should provide secure, integrated and accessible cycle parking facilities in line with in minimum standards and provide on-site changing facilities for cyclists.</p> <p>Development proposals should ensure high quality pedestrian environments and emphasise the quality of the pedestrian and street space.</p>  |
| <p>6.11 (Smoothing Traffic Flow and Tackling Congestion)</p>                                  | <p>Take a coordinated approach to smoothing traffic flow and tackling congestion.</p>   |
| <p>6.13: (Parking)</p>  | <p>The maximum standards in the London Plan should be applied to planning applications and developments should also provide electrical charging points, parking for disabled people and cycle parking in accordance with the London Plan standards. Delivery and servicing needs should also be provided for.</p>   |
| <p>7.1 (Building London's Neighbourhoods and Communities)</p>                                 | <p>In their neighbourhoods people should have a good quality environment in an active and supportive local community with the best possible access to services, infrastructure and public transport to wider London. Neighbourhoods should also provide a character that is easy to understand and relate to.</p>   |
| <p>7.2: (Inclusive environment)</p>   | <p>Design and Access Statements should explain how, the principles of inclusive design, including the specific needs of older and disabled people, have been integrated into the proposed development, whether relevant best practice standards will be complied with and how inclusion will be maintained and managed.</p>   |
| <p>7.3 (Designing out crime)</p>  | <p>Development proposals should reduce the opportunities for criminal behaviour and contribute to a sense of security without being overbearing or intimidating.</p>  |
| <p>7.4 (Local character);<br/>7.5 (Public realm);<br/>7.6 (Architecture)</p>                  | <p>Buildings, streets and spaces should provide a high quality design response.</p> <p>Public spaces should be secure, accessible, inclusive, connected, easy to understand and maintain, relate to local context and incorporate the highest quality design, landscaping, planting, street furniture and surfaces.</p> <p>Architecture should make a positive contribution to a coherent public realm, incorporate the highest quality materials and design appropriate to its context.</p>  |
| <p>7.8 (Heritage assets and archaeology)</p>  | <p>Development should identify, value, conserve, restore, reuse and incorporate heritage assets where appropriate.</p> <p>Development affecting heritage assets and their settings should conserve their significance, by being sympathetic to their form, scale, materials and architectural detail.</p> <p>New development should make provision for the protection of archaeological resources, landscapes and significant memorials.</p>  |

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| 7.13 (Safety, security and resilience to emergency)            | Proposals should contribute to the minimisation of potential physical risks and include measures to assist in designing out crime and terrorism.  |
| 7.14 (Improving air quality)                                   | Proposals should: <ul style="list-style-type: none"> <li>- Minimise increased exposure to existing poor air quality and make provision to address existing air quality problems.</li> <li>- Promote sustainable design and construction to reduce emissions from the demolition and construction of buildings.</li> <li>- Be at least air quality neutral and not lead to further deterioration of poor air quality.</li> <li>- Ensure that where provision needs to be made to reduce development emissions this is usually on site.</li> </ul>  |
| 7.15 (Reducing noise)  | Proposals should seek to reduce noise by: <ul style="list-style-type: none"> <li>– Minimising the existing and potential adverse impacts of noise on, from, within, or in the vicinity of proposals.</li> <li>– Separate noise sensitive development from major noise sources wherever practical.</li> <li>– Promote new technologies and practices to reduce noise at source.</li> </ul>   |
| 7.19 (Biodiversity and access to nature)                       | Proposals should: <ul style="list-style-type: none"> <li>– Wherever possible make a positive contribution to the protection, enhancement, creation and management of biodiversity.</li> <li>– Prioritise assisting in meeting targets in biodiversity action plans and/or improve access to nature in areas deficient in accessible wildlife sites.</li> <li>– Be resisted where they have significant adverse impacts on the population or conservation status of a protected species, or a priority species or habitat identified in a biodiversity action plan.</li> </ul>   |
| 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.  |
| 8.2 (Planning obligations; 8.3 (Community Infrastructure Levy) | Development proposals should address strategic as well as local priorities in planning obligations. The supporting of Crossrail (where appropriate) and other public transport improvements should be given the highest importance, with Crossrail (where appropriate) having higher priority than other transport improvements. Importance should also be given to talking climate change, learning and skills, health facilities and services, childcare provisions and the provision of small shops. Guidance will be prepared setting out a framework for the application of the Community Infrastructure Levy to ensure the costs incurred in providing infrastructure which supports the policies in the London Plan can be funded wholly or partly by those with an interest in land benefiting from the grant of planning permission. |

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

| <b>Policy</b>  | <b>Content Summary</b>  |
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| 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> |
| GRoadNet (Road network); GParking (Parking);                   | Seek to ensure that roads within borough are used appropriately.<br><br>Apply standards to restrain growth of car use and regulate parking.   |
| GCS1 (Community facilities)                                    | Adequate supply of land and buildings for community, religious, educational and health facilities.  |



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| ENV7 (Air pollution)  | Air pollution: <ul style="list-style-type: none"> <li>• Any possible impacts from development must be mitigated.</li> <li>• Minimise impact on development through siting.</li> <li>• Reduce traffic and need to travel.</li> </ul>   |
| ENV12 (Noise generating development); ENV13 (Minimising noise disturbance)                  | Location of noise generating development and noise sensitive receptors should be carefully considered.<br>Minimise impact of noise disturbance through mitigation.  |
| ENV14 (Contaminated land)   | Development on contaminated land will be encouraged subject to site investigations and conditions to require survey and mitigation.   |
| 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.  |
| D4 (Over-development)   | Proposals not to result in over development of a site.  |
| D5 (Outlook)  | New developments should be designed to allow for adequate daylight, sunlight, privacy and outlook for adjoining and potential occupiers and users.  |
| 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.  |
| HC1 (Conservation Areas – Preserving or Enhancing); HC5 (Areas of Special Character)        | Development which fails to preserve or enhance the character and appearance of Conservation Areas will be refused.<br><br>Development which fails to safeguard and enhance the landscape and townscape features which contribute to identity of Areas of Special Character will be refused.   |
| D11 (Landscaping); D12 (Tree preservation orders); 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> |
| L12 (Public open space – areas of deficiency); L14 (Public open space – improved provision) | The council will encourage: <ul style="list-style-type: none"> <li>• Improvements to public open provision and quality space in areas, particularly in areas of deficiency.</li> <li>• The full use of public open spaces by all sections of the community.</li> </ul>  |
| 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.   |
| M2 (Transport impact assessments)   | The council will require developers to submit a full transport impact assessment.   |
| M3 (Travel plans)   | For significant trip-generating developments the council will require the occupier to develop and maintain a Travel Plan.   |

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| 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.   |
| M6 (Public transport – use)   | Developments should be located and designed to make use of public transport more attractive.   |
| M8 (Road hierarchy); M10 (Reducing traffic impacts)   | <p>The council will take into account the function of adjacent roads, and may refuse development that would result in inappropriate road use or adversely affect the operation of roads.</p> <p>Where it is considered necessary as a consequence of a development, the council may introduce measures to reduce the traffic impacts on the environment and the community and the council will seek to secure a planning obligation from the developer.</p>  |
| 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>  |
| H2 (Housing – other sites)  | Assess residential proposals on site not allocated for housing based on appropriateness, access to facilities, impact, accessibility and whether land is required for another use.   |
| H5 (Affordable housing); H8 (Affordable housing – commuted payments)  | <p>Council will negotiate the maximum reasonable amount of affordable housing.</p> <p>Council may exceptionally accept the provision of off site housing or a commuted payment instead of on-site provision.</p>   |
| 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)   | Development to provide appropriate distances between facing habitable rooms to allow privacy and prevent overlooking.  |
| 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  |
| 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.  |

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| <p>CS2 (Community and religious facilities – planning obligations); CS8 (Educational needs generated by new housing development); CS13 (Health and social care facilities – planning obligations)</p> | <p>Where appropriate the council will seek to enter into planning obligations to secure the provision of community facilities, school places and health and social care facilities.</p> |
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2. If the development is carried out it will be necessary for any existing redundant vehicular crossovers to be reinstated to footway level by the Highway Authority at the applicant's expense. You may obtain an estimate for this work from the Chief Highways Officer, Building 4, North London Business Park (NLBP), Oakleigh Road South, London N11 1NP.
3. 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.
4. 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.
5. The costs of any associated works to the public highway, including temporary traffic order making and related implementation works and reinstatement works will be borne by the applicants and carried out either under rechargeable works Agreement or may require the applicant to enter into a 278 Agreement under the Highways Act 1980. Detailed design will have to be approved by Traffic & Development Section – Environment, Planning and Regeneration Directorate.
6. The London Plan promotes electric vehicle charging points with 20% active and 10% passive provision and should be provided. The parking layout should include provision of electric charging points for all elements of the development.
7. Where a developer proposes to discharge water to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.
8. The applicant is advised that the council will not adopt the estate road(s). However, if the council's refuse vehicles are required to enter the site, the estate road(s) must be constructed to adoptable standards. Details of the road construction requirements can be obtained from the Traffic and Development Section in Environment, Planning and Regeneration Directorate, Building 4, North London Business Park (NLBP), Oakleigh Road South, London N11 1NP.

# **APPENDIX 3**

## **SITE LOCATION PLAN**

# SITE LOCATION PLAN

