

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

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

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

APPLICANT: Countryside Annington (Mill Hill) Ltd

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

SUMMARY

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

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

RECOMMENDATION: APPROVE SUBJECT TO THE FOLLOWING CONDITIONS;

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

Reason:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Reason:

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

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

The plan shall include details of:

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

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

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

Reason:

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

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

Reason:

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

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

Reason:

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

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

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

Reason:

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

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

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

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

Reason:

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

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

Reason:

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

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

Reason:

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

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

Reason:

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

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

Reason:

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

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

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

Reason:

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

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

Reason:

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

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

Reason:

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

INFORMATIVES:

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

1. BACKGROUND TO THE CURRENT APPLICATION

1.1 The Mill Hill East Area Action Plan

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

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

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

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

1.2 The outline planning permission

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

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

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

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

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

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

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

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

2. MATERIAL CONSIDERATIONS

2.1 Key Relevant Planning Policy

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

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

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

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

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

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

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

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

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

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

Mill Hill East Area Action Plan (AAP) 2009

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

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

Approved Design Code

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

2.2 Relevant Planning History:

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

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

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

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

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

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

2.3 Consultations and Views Expressed:

Public Consultation

Neighbours Consulted: 746

Replies: 2

Neighbours Wishing 0

To Speak

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

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

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

Officer's response:

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

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

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

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

No comments received

Metropolitan Police Service:

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

Transport for London:

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

Environment Agency (EA):

Initial comments:

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

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

English Heritage:

No comments received

London First:

No comments received

Sustrans :

No comments received

Thames Water:

No observations to make.

Natural England:

No objections.

London Fire Brigade:

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

Officer's response:

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

Environment and Transport, Green Spaces:

No comments received.

Traffic and Development (Highways):

Initial comments summarised as follows:

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

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

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

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

Environmental Health:

Initial comments as follows:

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

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

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

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

Street Lighting:

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

Trees and Landscape Team:

No significant objections.

Refuse:

No comments received.

District Scout Committee:

No comments received.

International Bible Students Association (IBSA House):

No comments received.

Woodside Park Gardens Suburb:

No comments received.

Mill Hill Residents Association:

No comments received.

Ridgemont Residents Association:

No comments received.

Federation of Residents Association:

No comments received.

The Finchley Society:

No comments received.

Barnet Wildlife Trust:

No comments received.

Mill Hill Preservation Society (MHPS):

Initial comments on the original plans summarised as follows:

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

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

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

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

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

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

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

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

Officer's response:

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

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

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

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

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

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

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

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

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

3. DESCRIPTION OF THE SITE, SURROUNDINGS AND PROPOSAL

3.1 Site Description and Surroundings:

Site in relation to the outline consent:

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

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

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

Physical features:

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

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

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

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

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

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

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

3.2 Proposal

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

Housing

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

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

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

9 x three bed houses
3 x four bed houses

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

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

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

Landscaping of public open space OS5

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

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

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

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

Discharging of conditions

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

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

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

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

4. PLANNING CONSIDERATIONS

4.1 The Principle of Development

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

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

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

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

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

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

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

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

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

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

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

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

Design Code

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

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

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

Deviation from outline

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

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

Approved Development Schedule at outline (Table A6157.1)

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

Phase 1 Reserved Matters Application

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

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

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

Deviation from scale set out at outline

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

Maximum height exceedance

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

Minimum heights not achieved

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

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

Road network

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



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



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

4.2 Amount of Development

Housing

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

Public Open Space

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

4.3 Scale

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

Green Belt Edge – low density houses, green character.

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

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

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

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

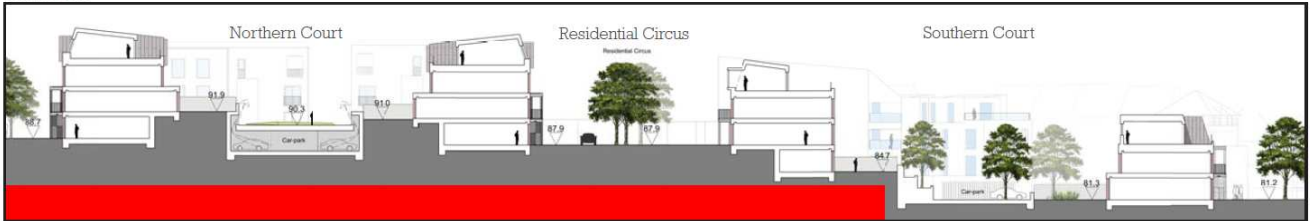
As briefly discussed above, Parameter Plan 4 (Scale) indicates the maximum height permissible in terms of the number of storeys; the height from the adjacent ground level; and the height to the ridge AOD. Below is an extract showing Plots AR1, AR2, U and W in Phase 1 and the blocks in the adjoining phases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



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

Maximum height

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



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

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

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

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

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

Minimum height

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

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

Width of buildings

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

Density

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

Conclusion on Scale

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

4.4 Layout

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

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

Deviation from Development Schedule

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

Block layout

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

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

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

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

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

Parking

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

Southern court

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

Northern Court

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

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

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

Access

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

Open space

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

Crime

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

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

Conclusion on Layout

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

4.5 Appearance

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

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

House form

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

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

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

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

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

Apartment block forms

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

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

Key Corner Buildings

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

Roof form

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

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

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

Block F and interface

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

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

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

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

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

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

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

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

Materials

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

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

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

Conclusion for External Appearance

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

4.6 Landscaping

Eastern Park

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

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

Amenity Courtyards

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

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

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

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

Boundary treatment and planting

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

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

Maintenance

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

Hard areas

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

Conclusion for Landscaping

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

4.7 Amenities of Future Occupants

Dwelling outlook and daylighting

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

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

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

Privacy

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

Dwelling size

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

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

Amenity space

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

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

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

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

Noise disturbance from traffic

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

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

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

4.8 Impacts on amenities of neighbouring and surrounding occupiers and users

Privacy and outlook

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

Conclusion for amenity matters

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

4.9 Transport, parking and highways matters:

Access

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

Pedestrian Facilities

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

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

Parking

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

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

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

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

Accessibility and Inclusivity

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

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

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

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

Sustainable travel

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

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

Waste Management

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

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

Street lighting

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

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

Conclusion for Transport, Parking and Highways

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

4.10 Environmental issues

Construction management

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

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

Contamination

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

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

Sustainable design and construction

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

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

Renewables

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

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

Water resource

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

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

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

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

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

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

Biodiversity and Ecology

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

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

Furthermore, an updated ecology survey was submitted to support the Phase 1 advanced infrastructure application, which confirmed that there would not be any significant impacts on statutorily protected sites, species or on priority Biodiversity Action Plan (BAP) habitats as a result of the proposal.

Significant enhancements will be delivered through the Phase 1 scheme. Planting will generally accord with the Design Code which will include specification of BAP species and so accord with policy and the outline planning permission. There will be planting of native shrubs along steep banks of the park. The proposed rain garden in the Eastern Park will be planted with native marginal plants and will be a new wildlife habitat. There are no existing trees on the site.

In accordance with the bat licence method statement for the site, a minimum of 48 cavity wall bat-boxes will be incorporated into the external cavity walls of the proposed development. The cavity bat-boxes will be built into the brick/blockwork exterior facades of the buildings; at a height not less than 8 metres. The bat access slit associated with the cavity bat-box will be the only part of the cavity box that will be visible on the external faced of the structures.

Natural England was consulted and made no comments to the scheme as submitted. There are therefore no significant ecological issues raised in this proposal.

Green/brown roofs

Condition 84 (Green/Brown Roofs Target) of the outline consent requires a minimum of 10% of green or brown roofs across the whole of Millbrook Park site. Condition 85 (Green/Brown Roofs Provision) requires details to be submitted and approved demonstrating this provision across the whole site including a reconciliation plan or table showing how it meets the 10% target fixed by Condition 84.

The scheme provides brown roofs to all apartment blocks (with circa 60% of the overall roof area) and landscaped areas (green roofs) on the two podium decks over the car parking areas. This far exceeds the minimum 10% for this site and Condition 85 can be discharged.

5. EQUALITIES AND DIVERSITY ISSUES

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

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

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

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

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

The Phase 1 development will offer inclusive design for safe and easy use for all. Some of the dwellings do not meet Lifetime Homes Standards in terms of an external accessible route due to the steep topography, but the internal layouts of all dwellings are designed to the Lifetime Homes Standards design criteria. 15 units have been provided that are designed to be wheelchair accessible or easily adaptable.

The use of a shared surface (combined road and pavement) in appropriate places will create a continuous public realm to assist navigation through the development.

The use as residential has been established at outline stage and it would not prejudice existing or future users/residents in the surrounding area. The areas of Eastern Park are publicly accessible and have level access.

It is considered by officers that the submission adequately demonstrates that the design of the development and the approach of the applicant are acceptable with regard to equalities and diversity matters. The proposals do not conflict with either Barnet Council’s Equalities Policy or the commitments set in our Equality Scheme and support the council in meeting its statutory equality responsibilities.

6. CONCLUSION

As conditioned the proposal would not compromise the outline planning permission (H/04017/09) for the redevelopment of the wider site. It accords with the relevant development plan policies, conforms to the design principles and the parameters established in both the approved outline consent for the Mill Hill East regeneration site and the Design Code. The proposal is acceptable on visual amenity, access, highways, biodiversity, and drainage grounds. It would provide for much needed quality private and affordable family housing that would have a good standard of accommodation including outlook, privacy and access to daylight.

The contemporary design of the development is appropriate for the Central East Slopes Character area, which also provides for variety and legibility. The layout of the development provides permeability around the site as well as to the wider Millbrook Park site.

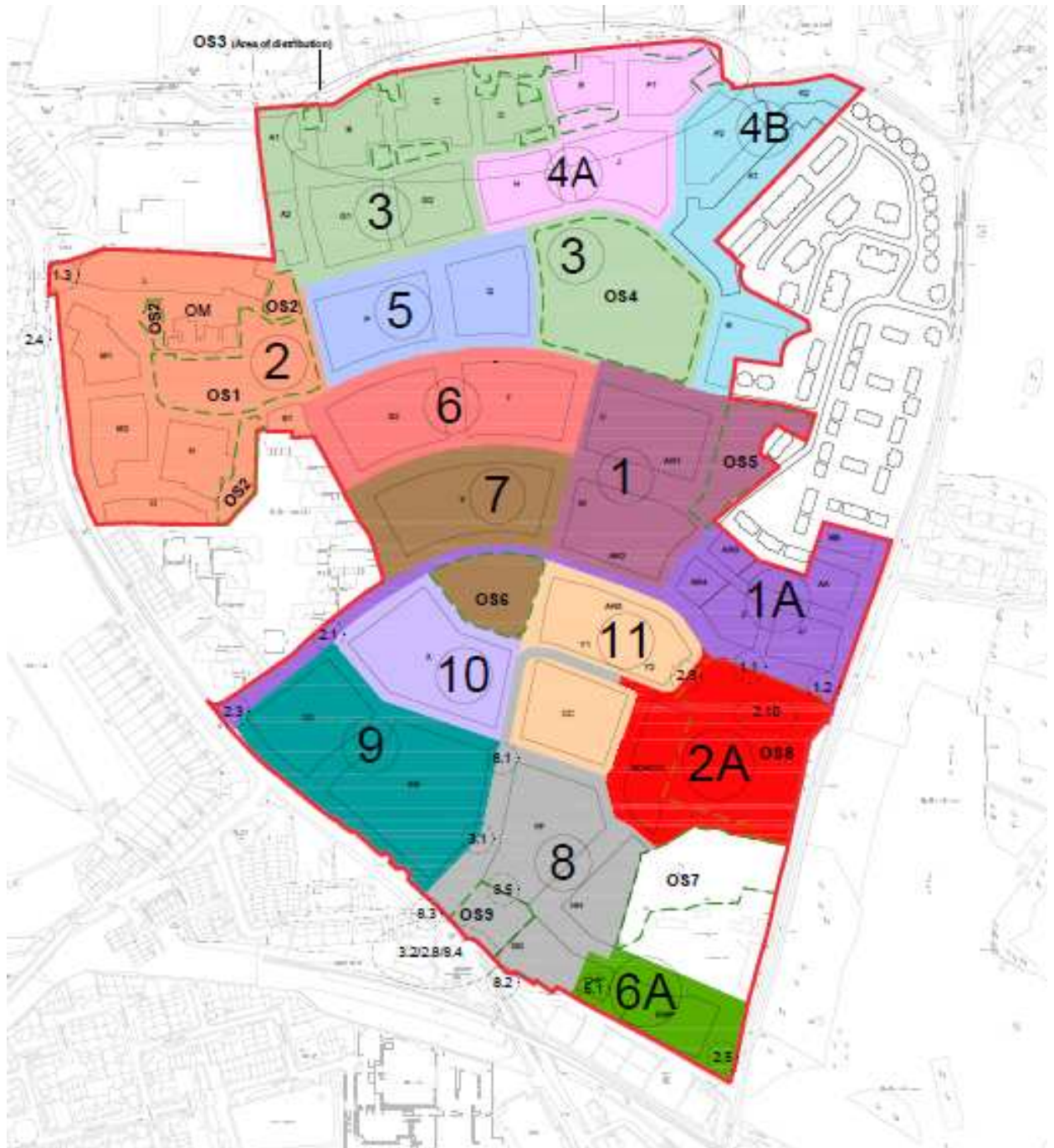
The mitigation measures proposed in relation to potential noise disturbance from the East-West link road are considered appropriate.

A large number of new trees and the landscaping scheme for the residential development and the Eastern Park would contribute to providing a green interface with neighbouring areas. The accessible public open spaces proposed would provide for quality green recreational spaces for existing residents nearby and future residents of the development.

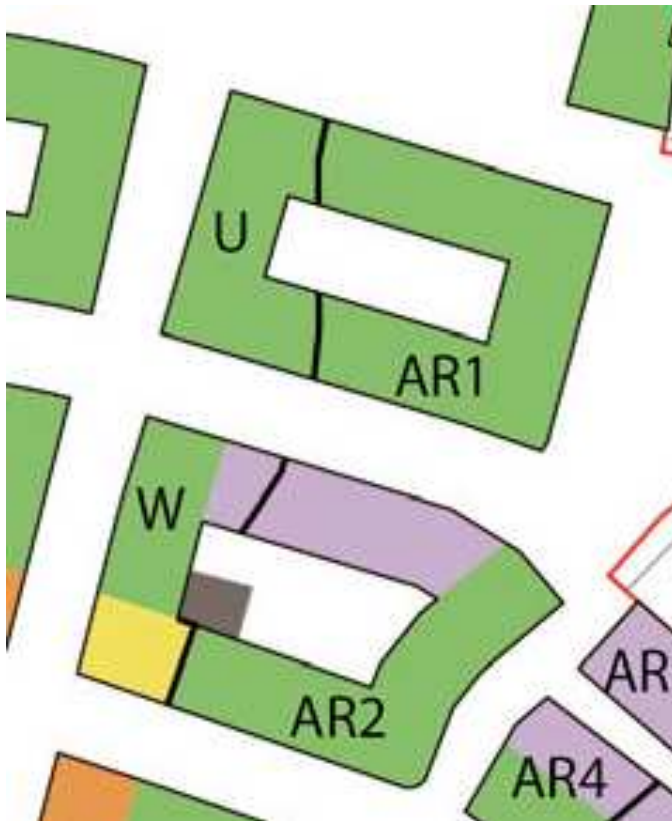
The application also satisfies the requirements of Conditions 8, 13, 26, 27, 29, 32, 48, 52, 70, 80 and 85 of the outline consent.

It is recommended that the application be **approved** subject to discharging the attached conditions.

Appendix 1 Latest Phasing Plan



Appendix 2 Plot breakdown in Phase 1



APPENDIX 4 - KEY POLICY CONTEXT

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

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

The reserved matters details submitted would result in a residential development with a high quality appearance and would create a residential environment that meets the amenity requirements of future occupants of the family homes proposed. The proposals are broadly in accordance with approved Parameter Plans of application ref HH/04017/09 and are considered to generally follow the principles established within the Design Code approved under application ref H/04565/11 whilst complying with the development plan including the specific policies of the Mill Hill Area Action Plan 2009. The proposal is acceptable on visual amenity, access, highways, biodiversity, and drainage grounds. The submission is therefore considered to satisfactorily address reserved matters of: Layout, Scale, Landscaping and Appearance for Phase 1 of Outline permission H/04017/09. It satisfies Conditions 8, 13, 26, 27, 29, 32, 48, 52, 70, 80 and 85 in relation to Phase 1 of the outline permission.

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

A summary of the development plan (London Plan 2011), Barnet Core Strategy 2012, Development Management Policies DPD 2012 and Mill Hill East Area Action Plan (2009) policies relevant to this decision is set below:

London Plan (July 2011) Policies

Policy	Content Summary
1.1 (Delivering the strategic vision and objectives for London)	Strategic vision and objectives for London including managing growth and change in order to realise sustainable development and ensuring all Londoners to enjoy a good and improving quality of life.
2.13 (Opportunity Areas and Intensification Areas)	Boroughs should support the strategic policy directions for the opportunity areas and intensification areas and seek to optimise residential and non-residential output and densities, provide necessary social and other infrastructure to sustain

	growth, and, where appropriate, contain a mix of uses.
3.3 (Increasing housing supply)	Boroughs should seek to achieve and exceed the relevant minimum borough annual average housing target. For Barnet the target is 22,550 over the next 10 years with an annual monitoring target of 2,255.
3.4 (Optimising housing potential)	Taking into account local context and character, design and public transport capacity, development should optimise housing output for different types of location within the relevant density range and this is set out in density matrix table associated with this policy.
3.5 (Quality and design of housing developments)	<p>Housing developments should be of the highest quality internally, externally and in relation to their context and wider environment, taking account of the policies in the London Plan.</p> <p>The design of all new housing should incorporate the London Plan minimum space standards and enhance the quality of local places, taking account of physical context, local character, density, tenure and land use mix and relationships with and provision of spaces.</p>
Policy 3.6 (Children and young people's play and informal recreation facilities)	New housing should make provision for play and informal recreation based on the child population generated by the scheme and an assessment of future needs.
3.7 (Large Residential Development)	On those sites of over five hectares or capable of accommodating more than 500 dwellings should be progressed through an appropriately plan-led process to co-ordinate, where necessary, provision of social, environmental and other infrastructure and to create neighbourhoods with a distinctive character, sense of local pride and civic identity. The planning of these areas should take place with the engagement of local communities and other stakeholders.
3.8 (Housing choice)	<p>Londoners should have a genuine choice of homes that they can afford and which meet their requirements, including:</p> <ul style="list-style-type: none"> • New developments should offer a range of housing sizes and types. • All new housing should be built to Lifetime Homes standard. • 10% of new housing is designed to be wheelchair accessible, or easily adaptable for wheelchair users.
3.9 (Mixed and balanced communities);	Communities mixed and balanced by tenure and household income should be promoted across London.
3.12 (Negotiating affordable housing on individual private residential and mixed use schemes)	The maximum reasonable amount of affordable housing should be sought when negotiating on individual private residential and mixed use schemes. However, individual circumstances including development viability, the availability of public subsidy, the implications of phased development including provisions for reappraising the viability of schemes prior to implementation should be taken into account in negotiations.

<p>5.1 (Climate Change Mitigation); 5.2 (Minimising carbon dioxide emissions);</p>	<p>Development proposals should make the fullest contribution to minimising carbon dioxide emissions in accordance with the energy hierarchy.</p> <p>The Mayor will seek to ensure that developments meet the following target for CO₂ emissions, which is expressed as year improvements on the 2010 Building Regulations:</p> <p>2010 to 2013: 25% (Code for Sustainable Homes level 4);</p> <p>Major development proposals should include a comprehensive and appropriately detailed energy assessment to demonstrate how these targets are to be met within the framework of the energy hierarchy (Be lean, be clean, be green).</p>
<p>5.3 (Sustainable design and construction)</p>	<p>Development proposals should demonstrate that sustainable design standards are integral to the proposal, considered from the start of the process and meet the requirements of the relevant guidance.</p>
<p>5.7 (Renewable energy)</p>	<p>Within the framework of the energy hierarchy proposals should provide a reduction in expected carbon dioxide emissions through the use of on site renewable energy generation where feasible.</p>
<p>5.11 (Green roofs and development site environs)</p>	<p>Major development proposals should be designed to include roof, wall and site planting, especially green roofs and walls where feasible.</p>
<p>5.12 (Flood risk management)</p>	<p>Proposals must comply with the flood risk assessment and management requirements of set out in PPS25.</p>
<p>5.13 (Sustainable drainage)</p>	<p>Development proposals should utilise sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so, and should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible. Drainage should be designed and implemented in ways that deliver other policy objectives of the London Plan, including water use efficiency and quality, biodiversity, amenity and recreation.</p>
<p>5.14 (Water quality and wastewater infrastructure)</p>	<p>Development proposals must ensure that adequate wastewater infrastructure capacity is available in tandem with the development.</p>
<p>5.21 (Contaminated land)</p>	<p>Development of brownfield land shall not result in significant harm to human health or the environment, Appropriate measures should be taken to ensure that development on previously contaminated land does not activate or spread contamination.</p>
<p>6.3 (Assessing effects of development on transport capacity)</p>	<p>Development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. Development should not adversely affect safety on the transport network.</p>

6.9 (Cycling); 6.10 (Walking)	<p>Proposals should provide secure, integrated and accessible cycle parking facilities in line with in minimum standards and provide on-site changing facilities for cyclists.</p> <p>Development proposals should ensure high quality pedestrian environments and emphasise the quality of the pedestrian and street space.</p>
6.13: (Parking)	<p>The maximum standards in the London Plan should be applied to planning applications and developments should also provide electrical charging points, parking for disabled people and cycle parking in accordance with the London Plan standards. Delivery and servicing needs should also be provided for.</p>
7.1 (Building London's neighbourhoods and communities)	<p>Development proposals should be designed so that the layout, tenure, and mix of uses interface with surrounding land and improve people's access to social and community infrastructure (including green spaces), the Blue Ribbon Network, local shops, employment opportunities, commercial services and public transport. Development should also enable people to live healthy, active lives; should maximize the opportunity for community diversity, inclusion and cohesion; and should contribute to people's sense of place, safety and security. The design of new buildings and the spaces they create should help reinforce or enhance the character, legibility, permeability and accessibility of the neighbourhood.</p>
7.2 (An inclusive environment)	<p>Development proposals should achieve the highest standards of accessible and inclusive design and supports the principles of inclusive design. It should be designed so that it can be used safely, easily and with dignity by all regardless of disability, age, gender, ethnicity or economic circumstances.</p>
7.3 (Designing out crime)	<p>Development proposals should reduce the opportunities for criminal behaviour and contribute to a sense of security without being overbearing or intimidating.</p>
7.4 (Local character)	<p>Development proposals should have regard to the form, function, and structure of an area, place or street and the scale, mass and orientation of surrounding buildings. It should improve an area's visual or physical connection with natural features. Buildings, streets and open spaces should provide a high quality design.</p>
7.5 (Public Realm)	<p>Development should make the public realm comprehensible at a human scale, using gateways, focal points and landmarks as appropriate to help people find their way. Landscape treatment, street furniture and infrastructure should be of the highest quality, have a clear purpose.</p>
7.6 (Architecture)	<p>Architecture should make a positive contribution to a coherent public realm, streetscape and wider cityscape. It should incorporate the highest quality materials and design appropriate to its context. Buildings and structures should a be of the highest architectural quality and development should not cause</p>

	unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind and microclimate.
7.8 (Heritage Assets and Archaeology)	Development should identify, value, conserve, restore, re-use and incorporate heritage assets, where appropriate. Development affecting heritage assets and their settings should conserve their significance, by being sympathetic to their form, scale, materials and architectural. Development that affects the setting of listed buildings or conservation areas should be of the highest quality of architecture and design, and respond positively to local context and character.
7.15 (Reducing noise and enhancing soundscapes)	Development proposals should seek to reduce noise by minimising the existing and potential adverse impacts of noise on, from, within, or in the vicinity of, development proposals. It should also reduce noise by separating new noise sensitive development from major noise sources wherever practicable through the use of distance, screening, or internal layout.
7.19 (Biodiversity and Access to Nature)	Development proposals should wherever possible, make a positive contribution to the protection, enhancement, creation and management of biodiversity.
7.21 (Trees and woodlands)	Existing trees of value should be retained and any loss as a result of development should be replaced. Wherever appropriate the planting of additional trees should be included in developments.

Barnet's Local Plan Policies (September 2012)

Policy	Content Summary
CS NPPF (National Planning Policy Framework – presumption in favour of sustainable development)	Take a positive approach to proposals which reflects the presumption in favour of sustainable development and approve applications that accord with the Local Plan, unless material considerations indicate otherwise. Where there are no policies relevant to the proposal or the relevant policies are out of date permission should be granted, unless material considerations indicate otherwise.
CS1 (Barnet's place shaping strategy – the three strands approach)	As part of its 'Three Strands Approach' the council will: <ul style="list-style-type: none"> - Concentrate and consolidate growth in well located areas that provide opportunities for development, creating a high quality environment that will have positive impacts. - Focus major growth in the most suitable locations and ensure that this delivers sustainable development, while continuing to conserve and enhance the distinctiveness of Barnet as a place to live, work and visit.

<p>CS4 (Providing quality homes and housing choice in Barnet)</p>	<p>Aim to create successful communities by:</p> <ul style="list-style-type: none"> - Seeking to ensure a mix of housing products that provide choice for all are available. - Ensuring that all new homes are built to the Lifetime Homes Standard and that the wider elements of schemes include the relevant inclusive design principles. - Seeking a variety of housing related support options. - Delivering 5500 new affordable homes by 2025/26 and seeking a borough wide target of 40% affordable homes on sites capable of accommodating 10 or more dwellings. - Seek an appropriate mix of affordable housing comprising 60% social rented housing and 40% intermediate housing.
<p>CS5 (Protecting and enhancing Barnet's character to create high quality places)</p>	<p>The council will ensure that development in Barnet respects local context and distinctive local character, creating places and buildings with high quality design.</p> <p>Developments should:</p> <ul style="list-style-type: none"> - Address the principles, aims and objectives set out in the relevant national guidance. - Be safe attractive and fully accessible. - Provide vibrant, attractive and accessible public spaces. - Respect and enhance the distinctive natural landscapes of Barnet. - Protect and enhance the gardens of residential properties. - Protect important local views. - Protect and enhance the boroughs high quality suburbs and historic areas and heritage. - Maximise the opportunity for community diversity, inclusion and cohesion. - Contribute to people's sense of place, safety and security.
<p>CS7 (Enhancing and Protecting Barnet's Open Spaces)</p>	<p>The Council will create a greener Barnet by:</p> <ul style="list-style-type: none"> - protecting open spaces, including Green Belt and Metropolitan Open Land. - ensuring that the character of green spaces of historic significance is protected. - meeting increased demand for access to open space and opportunities for physical activity, by tackling deficiencies and under provision. - - securing additional on-site open space or other open space improvements in the identified growth areas including 8 ha of new provision at Brent Cross – Cricklewood, 5.5 ha of new provision at Mill Hill East and 5 ha at Colindale. - securing improvements to open spaces including provision for children's play, sports

	<p>facilities and better access arrangements.</p> <ul style="list-style-type: none"> - ensuring that development protects existing site ecology and makes the fullest contributions to enhancing biodiversity.
<p>CS9 (Providing safe, efficient and effective travel)</p>	<p>Developments should provide and allow for safe effective and efficient travel and include measures to make more efficient use of the local road network.</p> <p>Major proposals should incorporate Transport Assessments, Travel Plans, Delivery and Servicing Plans and mitigation measures and ensure that adequate capacity and high quality safe transport facilities are delivered in line with demand.</p> <p>The council will support more environmentally friendly transport networks, including the use of low emission vehicles (including electric cars), encouraging mixed use development and seeking to make cycling and walking more attractive for leisure, health and short trips.</p>
<p>CS12 (Making Barnet a safer place)</p>	<p>The Council will:</p> <ul style="list-style-type: none"> - Encourage appropriate security and community safety measures in developments and the transport network. - Require developers to demonstrate that they have incorporated community safety and security design principles in new development. - Promote safer streets and public areas, including open spaces. -
<p>CS13 (Ensuring the Efficient Use of Natural Resources)</p>	<p>The Council will seek to minimise Barnet's contribution to climate change and ensure that through the efficient use of natural resources the borough develops in a way which respects environmental limits and improves quality of life.</p> <p>The Council will promote the highest environmental standards for development and through the SPDs. The Council will expect all development to be energy-efficient and seek to minimise any wasted heat or power.</p> <p>The Council will be a water efficient borough and minimise the potential for fluvial and surface flooding by ensuring development does not cause harm to the water environment, water quality and drainage systems subject to local geology and ground water levels. Development should utilise Sustainable Urban Drainage Systems (SUDS) in order to reduce surface water run-off and ensure such run-off is managed as close to its source as possible.</p>

Development Management Policies

<p>DM01 (Protecting Barnet's character and amenity)</p>	<p>Development should represent high quality design that contributes to climate change mitigation and adaptation.</p> <p>Proposals should be based on an understanding of local characteristics, preserve or enhance local character and respect the appearance, scale, mass, height and pattern of surrounding buildings, spaces and streets.</p> <p>Development should ensure attractive, safe and vibrant streets which provide visual interest. Proposal should create safe and secure environments, reduce opportunities for crime and minimise fear of crime.</p> <p>Development should be designed to allow for adequate daylight, sunlight, privacy and outlook for adjoining and potential occupiers and users. Lighting schemes should not have a demonstrably harmful impact on amenity or biodiversity. Proposals should retain outdoor amenity space.</p> <p>Trees should be safeguarded and when protected trees are to be felled the Council will require suitable tree replanting. Proposals will be required to include landscaping that is well laid out; considers the impact of hardstandings on character; achieves a suitable visual setting; provides an appropriate level of new habitat; makes a positive contribution to the to the surrounding area; contributes to biodiversity (including the retention of existing wildlife habitat and trees); and adequately protects existing tress and their root systems.</p>
<p>DM02 (Development standards)</p>	<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>DM03 (Accessibility and inclusive design)</p>	<p>Developments should meet the highest standards of accessible and inclusive design.</p>
<p>DM04 (Environmental considerations)</p>	<p>Developments are required to demonstrate their compliance with the Mayor's targets for reductions in carbon dioxide emissions within the framework of the energy hierarchy.</p> <p>Where decentralised energy is feasible or planned development will provide either suitable connection; the ability for future connection; a feasibility study or a contribution to feasibility study.</p> <p>Proposals should be should be designed and sited to reduce exposure to air pollutants and ensure that development is not contributing to poor air quality.</p>

	<p>Locating development that is likely to generate unacceptable noise levels close to noise sensitive uses will not normally be permitted. Proposals to locate noise sensitive development in areas with existing high levels of noise not normally be permitted. Mitigation of noise impacts through design, layout and insulation will be expected where appropriate.</p> <p>Development on land which may be contaminated should be accompanied by an investigation to establish the level of contamination. Proposals which could adversely affect ground water quality will not be permitted.</p> <p>Development should demonstrate compliance with the London Plan water hierarchy for run off, especially in areas prone to flooding.</p>
<p>DM06 (Barnet's Heritage and Conservation)</p>	<p>All heritage assets will be protected in line with their significance. All development will have regard to the local historic context.</p> <p>Proposals involving or affecting Barnet's heritage assets should demonstrate the following:</p> <ul style="list-style-type: none"> - the significance of the heritage asset - the impact of the proposal on the significance of the heritage asset - the impact of the proposal on the setting of the heritage asset - how the significance and/or setting of a heritage asset can be better revealed - the opportunities to mitigate or adapt to climate change - how the benefits outweigh any harm caused to the heritage asset
<p>DM08 (Ensuring a variety of sizes of new homes to meet housing need)</p>	<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>DM16 (Biodiversity)</p>	<p>The council will seek the retention and enhancement, or the creation of biodiversity for new developments.</p>
<p>DM17 (Travel impact and parking standards)</p>	<p>The Council will :</p> <ul style="list-style-type: none"> - Ensure that the safety of all road users is taken into account when considering development proposals. - Ensure that roads within the borough are used appropriately according to their status. - Expect major development proposals with the potential for significant trip generation to be in locations which are (or will be) highly accessible by a range of transport modes. Developments should be

	<p>located and designed to make the use of public transport more attractive.</p> <ul style="list-style-type: none"> - Require a full Transport Assessment where the proposed development is anticipated to have significant transport implications. - Require the occupier to develop, implement and maintain a satisfactory Travel Plan to minimise increases in road traffic and meet mode split targets. - Expect development to provide safe and suitable access arrangements for all road users. - Require appropriate measures to control vehicle movements, servicing and delivery arrangements. - Require, where appropriate, improvements to cycle and pedestrian facilities. - Parking will be expected to be provided in accordance with the following per unit maximum standards: <ul style="list-style-type: none"> i. 2 to 1.5 spaces for detached and semi-detached houses and flats (4 or more bedrooms). ii. 1.5 to 1 spaces for terraced houses and flats (2 to 3 bedrooms). iii. 1 to less than 1 space for developments consisting mainly of flats (1 bedroom). - Residential development may be acceptable with limited or no parking outside a Controlled Parking Zone only where it can be demonstrated that there is sufficient on street parking capacity.
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Mill Hill East Area Action Plan (AAP) 2009

Policy	Content Summary
MHE 2 (Housing)	<ul style="list-style-type: none"> • Mix of housing types including a significant proportion of family housing. • A target of 50% affordable housing • A net average density of 85dph. <p>Development to be built to lifetime homes standards.</p>
MHE6 (Community Facilities, Shops and Services: Officers' Mess),	<p>Officers' Mess – To be retained and converted to a new use which will respect and reflect the heritage of the building. Grounds and Gardens to be retained.</p> <p>Retention of the war memorial in situ or its sensitive relocation in the local area</p>
MHE7 (Parks and Public Open Space)	<p>Provision of around 5.5 hectares including:</p> <ul style="list-style-type: none"> • 4 new local parks; • Retained woodland; • Sports pitches <p>In addition contributions will be sought to improve existing open space and may include:</p>

	<ul style="list-style-type: none"> works to local footpaths improvements to Bittacy Hill Park
MHE8 (Children's Play Space)	Provision on site based on assessment of need
MHE9 (Protection of Green Belt and Biodiversity)	<p>No development within Green Belt and development adjacent to Green Belt will be required to enhance the visual amenity of the area.</p> <p>Ecological surveys required before development can commence to ensure appropriate mitigation measures.</p> <p>Planting of native species to encourage biodiversity</p>

MHE10 (Making the Right Connections)	<p>Development based on a new network of streets linking to the surrounding area.</p> <p>Street design to promote place making.</p> <p>Delivering the following strategic elements:</p> <ul style="list-style-type: none"> A new east/west link between Bittacy Hill and Frith Lane which is suitable for use as a bus route; and A high street running north/south to Mill Hill East station, suitable for use as a bus route
MHE12 (Sustainable Transport)	<p>Sustainable Transport – To include:</p> <ul style="list-style-type: none"> A bus route between Bittacy Hill and Frith Lane; and Improvements to Mill Hill East Underground station, station forecourt and bus interchange <p>Preparation of a public transport strategy and contributions towards the provision of public transport.</p> <p>Direct and safe walking/cycling routes across the development.</p>
MHE13 (Parking)	<p>Residential parking to vary across site dependent upon proximity to public transport and unit size. UDP standards will be taken as a maximum and a lower car parking ratio encouraged.</p> <p>Provision of travel plans to include measures to reduce car usage.</p> <p>Residential and non residential parking to be at levels consistent with adopted council policy and Annex 4 of the London Plan.</p>
MHE14 (Creating a Sustainable Development)	<p>Residential development to achieve a minimum of Code Level 4.</p> <p>Commercial and community buildings to achieve a</p>

	<p>BREEAM excellent rating.</p> <p>Construction materials to achieve a rating of A+ to D in the BRE Green Guide.</p> <p>Sustainable Urban Drainage Systems (SUDS) to be used.</p> <p>Use of green and brown roofs in particular on the school.</p> <p>Provision of grey water recycling.</p> <p>20% of all energy requirements to be met through renewable technologies.</p> <p>Provision of an energy strategy to include a feasibility study for provision of district heating.</p> <p>50% of waste to be recycled or composted.</p> <p>Provision of a minimum of 0.5 hectares of land for sustainable infrastructure.</p>
MHE15 (Design)	<ul style="list-style-type: none"> • Creation of gateway near station with shops and offices around a new public square with enhanced pedestrian crossing; • Creation of high quality local high street linking square to centre of site; • Creation of three residential character areas that are responsive to the suburban character and setting of development: Green Belt edge, Central Slopes, Southern Hub; • Aligning parks and buildings and using site topography to create a series of panoramic views from public spaces but also to limit views into the site. • Community facilities and public transport stops to be within 5 minutes walk distance of most residents.
MHE16 (Delivering Design Quality)	Development will be required to demonstrate a high level of quality in urban design, architecture and landscape design.
MHE17 (Conserving Built Heritage)	Development affecting locally listed buildings and structures should seek to safeguard their special character, appearance and setting
MHE18 (Delivering the AAP)	A comprehensive approach will be required to development to the site to ensure a high quality of design, an integrated layout and the timely delivery of social, economic, environmental and physical infrastructure improvements

2. The applicant is reminded that the conditions and planning controls in the outline permission H/04017/09 dated 22/09/2011 are still relevant and must be complied with. There are also conditions that require to be discharged prior to the occupation of the development.
3. If the development is carried out it will be necessary for any existing redundant vehicular crossovers to be reinstated to footway level by the Highway Authority at the applicant's expense. You may obtain an estimate for this work from the Chief Highways Officer, Building 4, North London Business Park (NLBP), Oakleigh Road South, London N11 1NP.
4. The applicant must submit a separate application under Section 184 of the Highways Act (1980) for the proposed vehicular access which will need to be constructed as a heavy duty access. The proposed access design details, construction and location will be reviewed by the Development Team as part of the application. Any related costs for alterations to the public highway layout that may become necessary, due to the design of the onsite development, will be borne by the applicant.
5. The costs of any associated works to the public highway, including temporary traffic order making and related implementation works and reinstatement works will be borne by the applicants and carried out either under rechargeable works Agreement or may require the applicant to enter into a 278 Agreement under the Highways Act 1980. Detailed design will have to be approved by Traffic & Development Section – Environment, Planning and Regeneration Directorate.

