

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

REFERENCE: H/00233/13

Received:

Accepted: 17 January 2013

WARD(S): Edgware

Expiry: 18 April 2013

Final Revisions:

APPLICANT: Barratt Evolution Ltd

PROPOSAL: Reserved matters application seeking approval for scale, external appearance and landscaping for character zones 3 and 8 of the redevelopment of Stonegrove and Spur Road Estate pursuant to condition 2 of planning permission W13582/07 as renewed by H/03635/11 dated 07/12/11.

Background

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

Outline planning consent was granted on the 6th October 2008 (ref W013582E/07) for the redevelopment of the Stonegrove and Spur Road Estates comprising the demolition of the existing 603 flats on the estates and the construction of 937 new homes of which 417 are affordable and 520 are for private sale. The outline planning consent was renewed in December 2011 for a further three years under application H/03653/11.

The outline planning permission approved a masterplan for the development which established the siting of the new buildings and the points of access and road layout. The scale of the buildings, external appearance and landscaping were 'reserved' for future consideration (the Reserved Matters).

The regeneration is being built out in phases and the reserved matters for the bulk of the phases of the development have already been approved across a number of Character Zones identified by the masterplan. Phase 1 (Zone 1) was completed in June 2010 and is occupied. Phase 3a and 3b (Zone 6) was completed in October 2011 and is occupied. Phase 2a (Zone 5a) was completed in June 2012 and units are being sold. Phase 2b (part of Zone 2 and 4) was approved in March 2011 and the first units are now ready to be handed over for occupation. Most recently Phase 5 (zone 5b and 7) 4a (Zone 2) and 6B (zone 4). The approved phases are highlighted on the plan in **Appendix 1**.

In total, 705 units out of the 937 approved at the outline stage have been granted reserved matters, of which 388 units have been completed.

This application represents the last major reserved matters application for the site. Subject to approval, a balance of 14 units will remain of the 937 total.

Reserved Matters Proposals for Character Zones 3 and 8

Barratt Evolution has submitted a reserved matters application for the scale, external appearance and landscaping for Character Zones 3 and 8 of the Stonegrove regeneration, as illustrated on the Character Zones Plan in **Appendix 2**. These zones represent the last substantive phases of the regeneration and will deliver 218 new homes comprising a mix of 22 shared ownership units and 196 homes for private sale. After these phases a balance of 14 units will remain of the 937 total.

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

The detailed designs proposed for Character Zones 3 and 8 include a number of adjustments in relation to the layout of the masterplan. This primarily consists of the re-alignment of one of the internal roads within the scheme. The main points of access, and principles of streets with houses along them remain the same. The proposed changes and adjustments to the detailed design of Zone 3 and 8 are considered to fall within the parameters established by the outline consent approved under reference W13582/07 and extended by reference H/03635/11. The proposals provide appropriate level of car parking in accordance with the requirements of the outline consent.

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

RECOMMENDATION: APPROVE SUBJECT TO CONDITIONS

1. Approved Plans

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

MLA/305/L/100
MLA/305/L/001/100
MLA/305/L/001/101
MLA/305/L/001/102
MLA/305/L/001/103
MLA/305/L/001/104
MLA/305/L/001/300
MLA/305/L/001/301
MLA/305/L/001/302

MLA/305/L/002/100 P1
MLA/305/L/002/101 P1
MLA/305/L/002/102
MLA/305/L/002/103
MLA/305/L/002/104
MLA/305/L/002/300
MLA/305/L/002/301 P1

MLA/305/L/003+004/100 P1
MLA/305/L/003+004/101 P1
MLA/305/L/003+004/102
MLA/305/L/003+004/103
MLA/305/L/003+004/104
MLA/305/L/003/300
MLA/305/L/003/301 P1
MLA/305/L/004/300

MLA/305/L/MA/100
MLA/305/L/MA/102
MLA/305/L/MA/110
MLA/305/L/MA/115
MLA/305/L/MA/120
MLA/305/L/MA/122
MLA/305/L/MA/141
MLA/305/L/MA/142
MLA/305/L/MA/143
MLA/305/L/MA/144
MLA/305/L/MA/145
MLA/305/L/MA/146
MLA/305/L/MA/147
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MLA/305/L/MA/152
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MLA/305/L/MA/167
MLA/305/L/SO/180
MLA/305/L/SO/181
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MLA/305/L/SO/183
MLA/305/L/SO/184
MLA/305/L/SO/185

MLA/305/L/400 P1
MLA/305/L/401
MLA/305/L/402

Reason:

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

2. **Materials**

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

Reason:

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

3. **Architectural Details**

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

- (i) Balconies including perforated metalwork balustrades and brickwork to internal facades;
- (ii) Depth of window reveals to a minimum depth of 215mm;
- (iii) Decorative brickwork around windows and on the ground floor;
- (iv) Canopies to apartment entrances;
- (v) Rainwater goods to rear elevations and recessed brick detail to street elevations;
- (vi) Roof parapets;

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

Reason:

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

4. **Car Parking Management Plan**

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

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

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

Reason:

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

5. **Security Management Plan**

Prior to the occupation each Zone hereby approved, a Security Management Plan detailing security measures for this phase in accordance with the principles of Secure By Design shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Barnet Borough Police Crime Prevention Design Adviser.

Reason:

To ensure that the development provides a safe and secure environment.

6. **Security Gates**

Before the occupation of each Zone hereby permitted, details of security gates to any undercroft car parks within that Zone shall be submitted to and agreed in writing with the Local Planning Authority. The gates shall comply with PAS 24: 2007 and LPS 1175 security standards.

Reason:

To ensure that the development provides a safe and secure environment and in the interests of the appearance of the development and streetscene.

7. **Tree Method Statement**

No siteworks or works within Zone 8 of the development hereby approved shall be commenced before a dimensioned tree protection plan in accordance with Section 5.5 and a method statement detailing precautions to minimise damage to trees and measures to allow for root growth in relation to the proposed car parking bays within the RPZ of trees within G176 in accordance with Section 6.1 of British Standard BS5837: 2012 Trees in relation to design, demolition and construction - Recommendations are submitted to and approved in writing by the Local Planning Authority and the development shall be carried out in accordance with such approval.

Reason:

To safeguard the health of existing trees which represent an important amenity feature in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012), CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012) and 7.21 of the London Plan 2011.

8. **Waiver of Liability and Indemnity Agreement**

Prior to the occupation of the development hereby approved, a Waiver of Liability and Indemnity Agreement in relation to the non-adopted roads within the development must be signed by the developer and be submitted to and approved in writing by the Local Planning Authority. This is to indemnify the Council against any claims for consequential damage caused to private roads arising from and/ or in connection with the collection of waste by the Council from the premises.

Reason:

To ensure that the access is satisfactory in terms of highway safety development and to protect the amenity of the area and in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

9. **Details of Stopping Up of Public Highways**

Prior to the commencement of the development hereby approved, details of any public highways within each sub-phase to be stopped under Section 247 of the Town and Country Planning Act shall be submitted to and agreed with the Local Planning Authority.

Reason:

To ensure that adequate public access is provided throughout the development.

10. **Details of Traffic Circulation Routes**

Prior to the occupation of any of the units in the Zones hereby approved, details of traffic circulation routes along the non-adopted roads within the zones along with any associated signage and street furniture, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the details approved.

Reason:

To ensure that vehicles can access the development safely in accordance

with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

INFORMATIVE(S):

The informatives that are recommended to be included on the decision notice in respect of this application are set out in **Appendix 5** of this report. These include a summary of the reasons for granting planning permission for this development and the relevant development plan policies taken into account in making this decision.

1. MATERIAL CONSIDERATIONS

1.1 Key Relevant Planning Policy

Introduction

Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires that development proposals shall be determined in accordance with the development plan unless material considerations indicate otherwise. In this case, the development plan comprises The London Plan (published July 2011), Barnet's Local Plan (Core Strategy) 2012 and Development Management Policies DPD 2012.

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

The officers have considered the development proposals very carefully against the relevant policy criteria and, for the reasons set out in this report, have concluded that that the development will fulfil them to a satisfactory level, subject to the conditions and planning obligations recommended. The proposed development is considered to comply with the requirements of the development plan.

Appendix 4 contains a detailed review of the London Plan, Barnet Local Plan (Core Strategy) and Development Management Policies DPD of most relevance to this planning application and appraises the proposal against these policies. These documents contain a very large number of policies which are to a limited degree relevant and the analysis in Appendix 5 focuses on those which are considered to be particularly relevant to the determination of this application. In order to present the analysis of the policies in a readily readable form it is set out in a table format.

National Planning Guidance

The National Planning Policy Framework (NPPF), published in March 2012, provides national planning guidance and replaces the majority of the Planning Policy Guidance Notes (PPG) and Planning Policy Statements (PPS). The NPPF identifies that the purpose of the planning system is to contribute to the achievement of sustainable development (paragraph 6) and identifies the three key dimensions of sustainable development as economic, social and environmental (paragraph 7).

The document includes a 'presumption in favour of sustainable development'. This is taken to mean approving applications, such as this proposal, which are considered to accord with the development plan.

Paragraphs 14 and 197: Presumption in Favour of Sustainable Development;

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

The Three Strands Approach:

In November 2004 the Council approved its "Three Strands Approach", setting out a vision and direction for future development, regeneration and planning within the Borough. The approach, which is based around the three strands of Protection, Enhancement and Growth, will protect Barnet's high quality suburbs and deliver new housing and successful sustainable communities whilst protecting employment opportunities.

The third strand 'Growth' responds to Barnet's significant growth potential and sets out how and where sustainable strategic growth, successful regeneration and higher density can take place across the borough. The Three Strands Approach identifies the council's programme to regenerate four priority housing estates within the borough, including Stonegrove and Spur Road. This major programme of regeneration will see over 3,500 Council homes replaced with 8,000 new homes for existing tenants, for shared owners and key workers, and for private sale. The programme seeks to transform these council housing estates into thriving mixed tenure neighbourhoods.

1.2 Relevant Planning History

Application Ref.	Address	Description of Development	Decision and Date
W13582E/07	Stonegrove and Spur Road Estates, Edgware, London	Outline planning application for the redevelopment of Stonegrove and Spur Road Estates to include the demolition of the 603 existing residential units, community and school buildings, and the erection of 937 new residential units, new community hall, church and church hall with nursery facility, the provision of associated public and private open space, car parking and cycle parking, new vehicular access off Spur Road, new vehicular access off Stonegrove, and new internal road layout. Of the 937 new residential units, the application includes the submission of full details for Zone 1 of the redevelopment which will involve the erection of 138 residential units (31 houses and 107 flats) of which 86 units will be affordable and 52 will be for private sale, associated hard and soft landscaping incorporating new public open space, and associated car parking and cycle parking. Submission of Environmental Statement.	Approved 6th October 2008 after completion of a S106 agreement
H/02723/09	Zone 6, Stonegrove and Spur Road Estates, Edgware, London	Reserved matters application seeking approval for scale, appearance and landscaping in relation to Character Zone 6 of the redevelopment of Stonegrove and Spur Road Estates comprising 98 residential units pursuant to Condition 3 of outline planning permission reference W13582E/07 dated 06/10/2008.	Approved 19th October 2009
H/04521/09	Zone 5A, Stonegrove and Spur Road Estates, Edgware, London, HA8 8BT	Reserved matters application seeking approval for scale, appearance and landscaping in relation to Character Zone 5A of the redevelopment of Stonegrove and Spur Road Estates comprising 67 residential units for private sale pursuant to Condition 3 of outline	Approved 18 th February 2010

		planning permission reference W13582E/07 dated 06/10/2008.	
H/00433/11	Development Phase 2 (comprising part of Character Zones 2 and 4), Stonegrove and Spur Road Estates, Edgware, HA8	Reserved matters application seeking approval for scale, external appearance and landscaping in relation to Development Phase 2 (comprising part of Character Zones 2 and 4) of the redevelopment of Stonegrove and Spur Road Estates, comprising 107 residential units, including 19 houses, pursuant to Condition 3 of outline planning permission reference W13582E/07 dated 06/10/2008.	Approved 16th March 2011
H/03635/11	Stonegrove and Spur Road Estates, Edgware, London	Extension to the time limit for implementing Condition 3 of planning permission W13582E/07 dated 06/10/08 to allow submission of reserved matters to continue development in respect of 'Outline planning application for the redevelopment of Stonegrove and Spur Road Estates to include the demolition of the 603 existing residential units, community and school buildings, and the erection of 937 new residential units, new community hall, church and church hall with nursery facilities, the provision of associated public and private open space, car parking and cycle parking, new vehicular access off Spur Road, new vehicular access off Stonegrove, and new internal road layout. Of the 937 new residential units, the application includes the submission of full details for Zone 1 of the redevelopment which will involve the erection of 138 residential units (31 houses and 107 flats) of which 86 units will be affordable and 52 will be for private sale, associated hard and soft landscaping incorporating new public open space, and associated car parking and cycle parking.'	Approved 7 th December 2011 following deed of variation to the original section 106 agreement
H/02475/12	Stonegrove and Spur	Reserved matters application seeking approval for scale, external	Approved 23 rd

	Road Estate, Edgware, HA8 8BT	appearance and landscaping for character zones 2 (part), 4, 5B and 7 of the redevelopment of Stonegrove and Spur Road estate pursuant to condition 2 of planning permission W13582/07 as renewed by H/03635/11 dated 07/12/11.	October 2012
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1.3 Pre-Application Public Consultation

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

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

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

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

1st Public Exhibition

A public exhibition of the designs for Zones 3, 4, 5, 6, 7 and 8 was held at St. Peter's Church Hall on Thursday 23rd February 2012 (3:30pm—8:30pm) and Saturday 25th February 2012 (10:30am—2:30pm).

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

The exhibition provided a series of displays illustrating the details of the regeneration and representatives from Barratt Homes, Quod planning consultants, Sprunt

architects, Maccreanor Lavington architects and Hard Hat Communications were present to answer any questions.

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

- Concern about increase of houses by 50%
- Not enough parking. Concern that there will be an overflow of cars in orchard drive or Hillersrow Ave
- Flat roofs on Stonegrove will only be a problem in time
- Traffic
- Not enough health clinics
- The square design of the apartment buildings facing Stonegrove with flat roofs is not attractive and needs to be redesigned to be more in keeping with properties in the surrounding area. Otherwise the design and layout has been improved and pleased to see the heights have been reduced.
- Generally like the proposed scheme. Concerns about rat runs of roads – motorists will cut through development to avoid the extreme congestion of Stonegrove and A41 at peak times.

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

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

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

2nd Public Exhibition

Following the first exhibition in February 2012, further work on the design of the scheme was undertaken and a second exhibition was held at St. Peters Church Hall on Wednesday 16th May 2012 (3:30pm—8:30pm) and Saturday 19th May 2012 (09:30am—2:30pm).

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

- Like it. Like the look of my new home to be and especially the children activity out the front. Thank you.
- Concern with the new junction onto Stonegrove and traffic on Stonegrove. Suggest that all access to Stonegrove from Esso Garage, McDonalds, Doctors Cul-de-Sac, proposed new estate exit all be left turn only with traffic lights to turn right at the end of green spaces to return northward. This should be one way with those exiting Pangbourne Drive and the other road also turning left. Point to Stonegrove will allow traffic North and Southwards.
- Blocks facing Stonegrove should include pitch roof designs.

Stonegrove Frontage

Following the second exhibition, further feedback was received from some local residents expressing concerns regarding the design of the five buildings along the frontage to Stonegrove (A5). In order to allow further work to be done on the design of the proposed buildings and try and address some of the concerns raised, Barratt decided to separate the Stonegrove frontage application from the reserved matters application for the other character areas. It was for this reason that this area, along with the houses in Zone 3, was excluded from the previous application that was considered in October last year.

Following the exhibition, further discussions were held with local residents in respect of the external appearance of the buildings fronting Stonegrove which resulted in a number of design amendments as follows:

- **Roofline:** A key concern of residents was the flatness of the roofline and facades of the buildings along Stonegrove. A series of options were developed for the roof form of the apartment buildings, with pitched roofs, mansard roofs, flat roofs and roofs with inset terraces all considered. A decision was then made to introduce pitched roofs to four of the five apartment buildings along the frontage. The larger courtyard block was also amended to provide part recessed/part projecting balconies to apartments on the ground, first and second floors. Parts of the top floor of the building have been 'cut away' providing articulation to the roofline.
- **Decorative Balconies:** Following concerns regarding the elevations appearing too austere a range of alternative balcony designs were considered for the apartment blocks. The smaller, pitched roof apartment buildings incorporate fully recessed balconies. These recessed spaces provide privacy and protection from the noise of the road to the new residents. The larger apartment block includes part recessed/part projecting balconies. All of the balconies are enlivened by the use of decorative metalwork balustrades. It is anticipated that a variety of decorative patterns will be developed for the balustrades of the different apartment buildings at the detailed design stage. Discussions with residents produced a number of potential sources of local inspiration for this ornamentation, from the connection to the Roman road of Watling Street, the former Canons Park Country House and the ornate Chandos Mausoleum of the nearby St. Lawrence's Church, Little Stanmore.

1.4 Public Consultation and views Expressed

Letters were sent out to 1500 addresses on the 22nd January 2013. The application was advertised on site and in the press on the 31st January 2013. Copies of the application were made available at the Council's Planning Reception at Barnet House. A second copy was also made available to view at Edgware Library during the consultation period.

Neighbours Consulted:	1502	Replies:	1 (in objection)
		Requests to Speak:	1

Comments from residents:

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

- There are still tree issues arising and I have a suggestion to make regarding one TPO tree in particular to save it being ruined.
- There are questions regarding traffic and these are being looked at by our Harrow councillors and Highways Department to see if there could be a joint initiative to improve traffic flow around Canons Corner.

Consultation Responses from Statutory Consultees and Other Bodies:

- Environment Agency - no objection

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

- MET Police - no objection

Barnet Police have no objections in principle to the development proposals. They have made a number of comments concerning crime reduction principles and future community safety in relation to lighting, door and window security standards, boundary treatments, communal entrances, undercroft car park and cycle stores. Specific comments include: the access gates into each of the individual rear gardens of the houses must be able to be secured by the residents; Gates to *ginnel* spaces must not be deeply recessed into the building line and must be able to be secured, be robust, at least 1.8m in height, be self-closing and designed to afford maximum levels of surveillance for anyone looking through them.

- Thames Water - no objection

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

- Transport for London – no objection

TfL have made a number of comments on the application as follows:

The application proposes the opening of an existing emergency access onto the A5 Stonegrove, which forms part of the Strategic Road Network (SRN). As such, prior to implementation of these works a scheme approval will be required from TfL in line with the Traffic Management Act 2004. Although it is understood that vehicle flows associated with this access are low, TfL's comments on this planning application should not be taken as approval of these works under the TMA.

Car parking is to be provided at a ratio of one space per unit, in line with London Plan standards and the outline consent. Ten percent of the car parking will be either provided as, or capable of being converted to, blue badge parking. This is welcomed by TfL. It is also noted that the applicant has committed to providing some Electric Vehicle Charging Points within the undercroft car parks, and TfL would request that this is provided in line with the standards set out in the London Plan (20% active and 20% passive provision).

Cycle parking will be provided at a ratio of one space per residential unit, along with an additional 24 visitor spaces. Whilst this represents a significant increase in provision from the outline consent and is therefore welcomed, TfL would request that an additional cycle parking space is provided for residential units with three or more bedrooms, in line with London Plan standards.

- London Fire Brigade – no objection

The London Fire Brigade have confirmed that generally proposals are satisfactory but have requested that any access gates should be easy to open by fire-fighters with an over ride switch or similar. No additional fire hydrants are required as there is adequate coverage in the vicinity.

- Hertsmere Council - no comments

- Harrow Council - no objection

Harrow Planning Officers have confirmed (letter dated 22nd February 2013) that they have no objections to this reserved matters application.

Internal Consultation Responses:

- Traffic and Development – No objection subject to a number of conditions being imposed on the reserved matters consent. Highways issues are covered in Section 3.8 of the Planning Appraisal in this report.
- Environmental Health Service – No objection. There are a number of conditions attached to the outline consent which deal with contaminated land, noise and air quality which will apply to each phase of the development.
- Regeneration Service
The Regeneration Service fully supports the application and has confirmed that it is important that reserved matters consent is granted to enable the development to be delivered in accordance with the funding deadlines set by the former HCA and to meet the objectives of the regeneration.

2. DESCRIPTION OF THE SITE AND PROPOSED DEVELOPMENT

2.1 Description of Site

Stonegrove and Spur Road Estates

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

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

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

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

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

Sites for Zones 3 and 8

The outline planning application for the regeneration of Stonegrove and Spur Road Estates has established an overall masterplan for development. The masterplan is divided into eight complementary character zones. A copy of the Character Zones plan is attached at **Appendix 2**.

This reserved matters submission relates to Zones 3 and 8 which are on the west side of the estate and principally relate to the frontage along Stonegrove (A5).

Zone 3

The site for Zone 3 is located behind the Stonegrove frontage on the south side of the central avenue and is bounded by Sterling Lane in the east, Lacy Drive to the north, the back of the Stonegrove frontage blocks to the west and the London Reform Synagogue to the south.

Zone 8

The site for Zone 8 is on the western side of the estate along the Stonegrove (A5) frontage. It is bounded by Willow Court in the north and the London Reform Synagogue in the south and Zones 2 and 3 to the east. Three storey blocks of flats and two storey semi-detached houses are located on the opposite (West) side of the A5 in the London Borough of Harrow.

St Peter's Church, Church Hall and Parsonage are located within the area for Zones 3 and 8 along with the following existing estate blocks:

Havilland Court
Bredon Court
Ware Court
Abingdon Court
Chichele House
Stratton House
Craven Court
Wilberforce Court

2.2 Description of Development

Development Approved Under the Outline Planning Permission

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

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

Phases of the Development Already Approved

The regeneration is to be built out in phases. The reserved matters for the majority of the character zones across the masterplan have already been approved as highlighted on the masterplan in **Appendix 1** of this report. An update of units approved and constructed is provided in the table in **Appendix 3**.

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

Phase 3a and 3b relates to Character Zone 6 which is on the site of the former Goldsmith, Powis and Collinson Courts. Reserved Matters for this phase were approved in September 2009 and it was completed in October 2011. This phase

delivered 98 flats of which 45 are social rented, 17 are shared ownership and 36 are for private sale.

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

Phase 2B comprising parts of Character Zone 2 and 4, was approved in March 2011. This phase is known as Sterling Court and is due for completion by June 2013.

Most recently reserved matters were approved in October 2012 for Phase 4 (Zone 5B and 7) Phase 4A (remaining half of Zone 2) and Phase 6B (Zone 4). Work will commence later this year on part of Phase 5 and Phase 6B.

Character Zone 3 and 8 (This Application)

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

“Applications for the approval for the reserved matters for which the outline planning permission relates, as shown on plan entitled ‘Hybrid Planning application Boundaries’ ref: 10930_MP_33 Rev E dated July 2006 shall be made to the local planning authority before the expiration of three years from the date of this permission and shall be in accordance with the approved Design Code of that zone.”

The application relates to Character Zones 3 and 8 of the masterplan. These zones fall across three separate phases comprising Phase 4B, 7 and 8. A total of 218 units are proposed comprising 196 private and 22 shared ownership properties.

Remaining Phases

The balance of accommodation to be delivered beyond Zones 3 and 8 comprises 14 houses along with the new community centre and new church building. These will be subject to a separate reserved matters application.

2.3 Amendments to the Outline Masterplan

As part of the detailed design for the phases in the southern half of the Stonegrove development, Barratt’s design team undertook a review of the outline masterplan.

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

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

(i) Masterplan Layout and Access

One of the key requirements of the original masterplan was to organise the development in such a way that the new streets and squares being created would

work successfully with the surrounding urban fabric. This was particularly important in the southern half of the masterplan where it connects to the existing streets that surround the estate. Maccreeanor Lavington Architects have looked at whether the proposals in the outline permission could be improved.

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

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

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

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

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

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

(ii) Building Heights

Overall, building heights across the masterplan have remained very similar to those illustrated on the consented heights parameters plan ref. 10930-MP-242-C. There have been limited changes made to the original proposed building heights. Where changes have been made they have for the most part been a reduction in building heights within the maximum parameter heights specified on plan 10930-MP-01F.

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

With regard to Zone 8, these blocks are the same height as previously proposed however the most northern element of the Stonegrove frontage which was previously proposed to be 6 storeys has now been reduced in height to four storeys. These changes are considered to benefit the overall design, balance and appearance of the scheme to the benefit of the overall masterplan.

(iii) Density

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

(iv) Phasing

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

3. PLANNING APPRAISAL

3.1 Changes within the Masterplan

The committee report for the previous reserved matters application for Zones 2, 4, 5b and 7 set out the changes and improvements which have taken place to the outline Masterplan in terms of siting of buildings and road layout (as illustrated by Masterplan Layout ref. 12369-02-01 D1), to allow an increase in the number of three-bedroom houses and a reduction in the number of three-bedroom flats.

The key amendments within Zone 3, involved a change to the layout of the residential streets to run in an east-west direction (which previously ran north-south) to improve permeability through the Site, and also a new 'linear' public open space. Some minor amendments were also made within Zone 8 to further break up the Stonegrove frontage to improve the quality of views in and out of the site along its western boundary.

Flexibility within the Outline Planning Permission

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

Condition 2 of the outline consent requires Design Codes to be submitted before reserved matters including various design tests most notably BRE daylight and sunlight analysis and Secure by Design. The applicant is also required to show "a three dimensional masterplan of that phase and the adjoining phases that shows clearly the intended arrangement of space and buildings, including massing,

orientation, distribution of uses, densities, building lines and spaces". The Design Code shall be "substantially in accordance with the Stonegrove and Spur Road Estate: Design Statement August 2007". As such flexibility exists within the production of the design code to allow for detailed submissions of the arrangement of buildings and spaces.

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

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

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

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

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

In each case, the caveat "unless otherwise agreed in writing with the LPA" allows the Council to agree minor changes to the above plans.

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

Barratt Homes have also sought to adjust the private housing mix within the development to deliver a greater number of three-bed houses instead of three-bed flats. The proposed move to provide more family houses is welcomed and is in accordance with the Council's preferences for family housing set out in the Core Strategy. There is no restriction within either the outline planning consent or the Section 106 agreement which specifies a certain mix for the private properties or prevents such a change from taking place.

3.2 Environmental Impact Assessment (EIA) Screening Opinion

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

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

An EIA Screening Request in relation to the changes that are proposed to the approved masterplan, was submitted as part of the previous reserved matters application (H/02475/12) to determine whether a new EIA was required. The screening request collectively screened all of the remaining character zones within the development, including Zones 3 and 8 which are the subject of this application. The screening appraisal submitted at the time was based on the assumption that future reserved matters for Zones 3 and 8 would not change significantly from the illustrative layout and description at that time (as shown on Drawing No. 12369_02_01 D1).

The appraisal presented below considers the topic-specific assessments included in the original ES. The purpose of this appraisal is to review and confirm the above conclusions, considering the proposed reserved matters for Zones 3 and 8.

(i) Noise

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

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

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

(ii) Air Quality

An Air Quality Strategy for the entire Masterplan was submitted in 2010 to discharge Condition 51 of the outline permission, which has since been implemented. In terms of traffic-related emissions, the net impact of the changes in the scheme from the outline to detailed planning application represents a 1.2% increase in Annual Average Daily Traffic Flows (AADT) flows, compared to the outline consent. This increase in traffic flows is not of a magnitude that would have implications for the findings of the original air quality assessment, which concluded predicted traffic-related pollutant concentrations (NO₂ and PM₁₀), to be of negligible significance.

(iii) Landscape and Visual

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

The assessment identified local, short-term, slightly adverse effects on the townscape character of the immediate areas that abuts the development site, and the character of the Agricultural Landscape, during the construction phase, declining over time to become neutral as the buildings are completed and the proposed

landscape establishes. There are no material changes proposed to the construction activities or phasing for the proposed reserved matters, therefore the conclusions of the ES relating to townscape and visual impacts during the construction phases are considered to remain valid.

In relation to the Stonegrove (A5) frontage, one of the blocks has been reduced from 6 storeys to 4 storeys. The remaining blocks are all 4 storeys in accordance with the masterplan heights. These blocks have also been broken into shorter, separate blocks which further reduces their scale and provides views into the site. The scale of the houses within Zones 3 and 4 remains as per the approved parameters of 2 and 3 storeys.

The proposed reserved matters for Zones 3 and 8 do not materially change the overall visual envelope of the Masterplan, and would not alter the findings of the original assessment in terms of assessed impacts on distant views. Overall, the conclusions about the effects on views from properties abutting the site, remain unchanged from the assessment of the outline development. It is considered that the development will generally have a beneficial effect on close up views, and from distant views, would be seen to blend in within the existing urban fabric.

(iv) Socio Economics

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

(v) Transport

A Transport Planning Statement (TPS) prepared by Russell Giles Partnership (RGP) was submitted with the last reserved matters application (H/02475/12). The TPS considered all of the remaining character zones within the development, including Zones 3 and 8 which are covered by this application.

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

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

Upon completion of the final phase of the development on the church land and the adjacent residential houses, the net impact of the changes in the scheme from the outline consent to detailed reserved matters would be an increase of 5 and 2 two-

way movements during the AM and PM peak hours respectively. This number of movements are not considered to be significant and would not affect the capacity of the local highway network. Furthermore, the design philosophy has not materially changed and hence the locations of houses and flats and the development density has not materially changed. As such, it is not anticipated that there would be a material change in distribution of traffic associated with the development from that assumed at the time of the outline planning consent.

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

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

(vi) Microclimate

Wind

The updated masterplan includes some amendments to the original layout. The proposed blocks along Stonegrove have been broken up with more gaps between the buildings. All of the buildings along this frontage are now 4-storeys where previously a 6-storey block was proposed at the northern end. These changes are not expected to have significant implications for the findings of the original assessment.

Daylight and Sunlight

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

In relation to proposed reserved matters for Zones 3 and 8, although there have since been changes to the layout and reductions in the height of some of the blocks, the principles of design in relation to daylight, sunlight and shade, remained unchanged. The revised proposals ensure that with only a small number of exceptions, the main living rooms, bedrooms and amenity spaces, satisfy the design criteria. Where this has not proved possible, the variation is only a minor adverse effect. There would be no adverse effect on neighbouring residential properties and their amenity areas. A stand-alone sunlight and daylight report has been submitted in respect of the reserved matters application and this is covered in Section 3.9 of this report.

(vii) Ecology

There are currently a large number of existing trees on the site of varying species, size and condition – a number of which are currently the subject of Tree Preservation

Orders (TPOs). A tree retention strategy was approved for the entire Masterplan at the outline planning submission stage.

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

The original masterplan included the retention of a number of important TPO trees in locations very close to proposed new buildings and other compromised situations e.g. with proposed blocks significantly impinging on tree canopies and Root Protection Zones (RPZs). The updated masterplan improves the setting for a number of the existing trees, particularly the large TPO trees close to the Stonegrove frontage and around the existing St Peter's Church. As a result retained trees will now be located either within landscaped areas with sufficient space around them. Specifically the three key TPO oak trees in the south west corner of the site close to St Peter's Church have now been provided with additional space and improved setting with buildings placed further away from them.

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

The revisions to the masterplan in relation to Zones 3 and 8 will result in an improved setting for some key TPO trees. The impact of the revisions to the masterplan in terms of ecological impact is considered acceptable, and is not considered to result in any additional environmental effects over and above those that were previously assessed.

(viii) Archaeology

The proposed changes to the masterplan do not involve any significant alterations to the below ground works across the site compared to the original masterplan. Therefore, due to the static nature of cultural heritage and archaeological assets, the conclusions of the 2007 ES for the outline permission remain valid. The archaeological mitigation measures proposed for the outline consent, including strategies entailing field evaluation and subsequent recording actions to preserve sites by record before partial loss or destruction by construction activities, would continue to be implemented, for the remaining phases of the masterplan.

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

(ix) Ground Conditions / Water Resources

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

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

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

Conclusion for EIA Screening Opinion

A detailed EIA screening appraisal was submitted as part of the previous reserved matters application for Character Zones 2, 4, 5b and 7 which considered a number of amendments to the Masterplan and which showed illustrative proposals for Zones 3 and 8 at that time. The findings of the screening opinion at the time concluded that the amendments to the original consented Masterplan and subsequent reserved matters will not result in any significant adverse environmental effects previously not assessed at the outline stage, and that the conclusions of the 2007 ES/2008 ES Addendum remain valid.

The proposed reserved matters for Zones 3 and 8 are not materially different to the illustrative proposals that were previously screened for EIA under the last reserved matters application, and are within the parameters of the original outline consent.

It can therefore be concluded that the findings of the previous screening appraisal remain valid, which in turn validate the findings of the 2007 ES/2008 ES Addendum. In accordance with the EIA regulations, and having considered the nature of the proposed development, its location and the sensitivity and characteristics of the prevailing environment, it is concluded that amendments to the original consented masterplan will not lead to any new or previously unforeseen significant environmental effects previously not assessed at the outline stage. The proposed changes are such that the environmental effects predicted in the 2007 ES and 2008

ES Addendum will not have materially changed, irrespective of the passage of time since the document was prepared, by virtue of the nature of the development, its location, potential cumulative effects and characteristics of potential impacts. The base information that the ES was considered upon remains valid, and the main conclusions set out in the ES remain robust. On this basis a new EIA is not required.

3.3 Compliance with Parameters of the Outline Planning Permission

The submitted reserved matters for Zones 3 and 8 have been prepared in accordance with the development parameters established by the outline planning permission and in the context of the amended masterplan as described in section 3.1 above. The parameters of the outline consent are set out in a number of approved drawings and documents as specified in Condition 7. The current reserved matters submission is assessed against the relevant parameters below.

Access and Road Layout

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

A new central avenue runs through the masterplan connecting from Stonegrove (A5) to Kings Drive. The eastern end of the central avenue has already been approved under reserved matters application H/00433/11 for Sterling Court. The new road is being called 'Lacy Drive' in reference to the name of the existing road within the estate. The western end of the new avenue along with the junction onto Stonegrove is included in Zone 3 and 8. The new junction will be in the same location of the existing emergency access which is currently gated. A new priority junction with the A5 with a right turn lane will be provided at this point.

Zones 3 and 8 also include new non-adopted residential streets which are designed as 'shared surfaces' to encourage a pedestrian friendly environment. One of these streets has been re-aligned so that it runs east-west instead of north-south. This is a deviation from the approved masterplan but the change is considered to result in an improved, more logical and legible street layout.

It is considered that although amendments have been made to a limited part of the internal road layout and corresponding arrangement of houses, the layout proposed in this reserved matters application is still in substantial compliance with the outline planning permission. The proposed access points and location of the adoptable roads within Zones 3 and 8 are in accordance with the Layout and Access plan approved at the outline stage. The non-adopted streets serving the units in these zones deviate from the approved masterplan but do not affect the overall configuration of adopted roads or the agreed points of access into the development.

Building Height

The 'Maximum Parameter Heights' plan (drawing reference 10930_MP_01 rev.F) identifies the parameters in for building heights across the development in both storeys and metres. In the area relating to Zone 8 the heights plan identifies 4 storey buildings along the Stonegrove Frontage with a single element rising to 6 storeys at the northern end adjacent to Willow Court. The submitted plans for Zone 8 propose all of the buildings to be 4 storeys. This falls within the heights parameters and is an improvement over the masterplan where the 6 storey element has been removed.

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

The submitted application is in accordance with the outline planning permission in relation to the parameter of height.

Number of Residential Units and Mix

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

The outline planning permission set out a broad tenure mix on the masterplan tenure plan, drawing ref. 10930-MP-03J. Due to the requirements of the overall site decant and phasing of the development, the detailed mix has been amended at each phase of the development so far to enable the right size of new homes to be provided for secure estate tenants and a suitable mix of private sale properties to be delivered.

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

Zones 3 and 8 comprise predominantly market sale housing with one block of shared ownership units. A total of 218 units are proposed comprising 196 private and 22 shared ownership. All of the social rent affordable homes have already been approved and the bulk of the homes required for decant are being delivered in Sterling Court which is due for completion this summer.

The proposed unit mix for the current application is set out in the table below.

Tenure	Type	Total by Type	Total by Tenure	Percentage
Shared Ownership	1-bed apartment	5		
	2-bed apartment	17		
Sub-Total			22	10%
Private for Sale	1-bed apartment	65		
	2-bed apartment	59		
	3-bed house	33		
	4-bed house	39		
Sub-Total			196	90%
TOTAL			218	100%

The mix is considered to be appropriate and includes houses and flats of varying sizes.

Trees

The outline approval establishes the principle of the removal of certain trees (including TPO trees) across the site in order to facilitate the redevelopment. At the outline stage 120 trees were approved for removal including 8 TPO trees. Tree Protection Plans SA001; SA002; and SA003 were approved as part of the outline consent.

Since then 4 additional trees have been agreed for removal under the reserved matters for Zone 5A (Academy Court) and Zone 2 (Sterling Court) and one tree previously identified for removal was retained in Zone 1.

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

However, as a result of the re-alignment of the internal streets within Zone 3 and 8, two additional trees are required for removal, including 1 Category C TPO (T175 and T152 (TPO)).

Across the whole masterplan, 137 existing trees will be retained while 125 will be required to be removed. The retained trees are illustrated by plans 12369-02-16 D1, 12369-02-17 D1 and 12369-02-18 D1.

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

The majority of the trees to be removed in Zones 3 and 8 are Category C or R. The specific trees to be removed and retained across Zones 3 and 8 are detailed below.

Trees for removal:

In total 13 individual trees and two groups are required to be removed in Zones 3 and 8 including 1 TPO and 1 group TPO as follows:

Category B

T15

Category C

T16

T154

T152 (TPO)

G156

T168

T169

G172 (TPO)

T175
T183
T186

Category R

T14
T149
T170
T171

Trees retained:

A substantial number of trees will be retained along the Stonegrove frontage of the site. A total of 23 individual trees and 5 groups will be retained across Zones 3 and 5, including 7 TPOs and 1 group TPO, as follows:

Category A

T155 (TPO)
T177 (TPO)

Category B

G153
T167(TPO)
T173 (TPO)
G176 (TPO)
T178
T180 (TPO)
T181 (TPO)
G188
G189

Category C

T148
T150
T151 (TPO)
T157
T158
T159
T160
T161
T162
T163
T164
T165
T166
T174
T184
G187

Category R

T185

Following comments from residents in relation to TPO trees show to be retained within private rear gardens the applicant has amended the garden sizes/boundary

positions and updated conditions for the two TPO trees no. 151 and 177. The updated plans illustrate that they are no longer within 'private' demise of properties and can be retained and managed/maintained by the management company in the long term.

Over 100 new trees are indicated on the submitted plans to be planted within Zones 3 and 8. These will be located along the central avenue, within private gardens, within the linear public park and along the shared surface streets.

Trees in relation to the access with Stonegrove/A5

Following comments from the tree officers, additional information was submitted in relation to the existing TPO group of trees (G176) and the relationship to the proposed junction with between the central avenue and Stonegrove (A5). Additional drawings showing the existing site conditions, the proposed new layout and the proposed construction detailing were provided.

The existing emergency access road into the site runs adjacent to the existing trees with slab paved footpaths branching off either side of it. The proposed road layout aims to run along the line of the existing road with new kerbs and surfacing in accordance with the approved outline permission. By retaining the existing road arrangement the impact on roots to existing trees should be kept to a minimum. The new road will be built to adoptable highway standards. The requirement to provide a footpath along the side of the road is unavoidable. However every effort has been made to protect and incorporate the existing tree within the surfacing make up. All other new road construction is outside of the defined RPZ for the group of trees. Three of the proposed parking bays on the shared surface access road adjacent to the new junction will encroach within the RPZ of the Trees. However it should be noted in March 2012 a utilities company dug a 2-3m deep trench some 1.5 -2m off the base of the trunks of the group of trees bisecting the RPZ. Taking the existing damage to the trees into account, the proposed construction detailing of the parking bays is to have a raised construction and use a permeable block specification so as to maximise the potential for root reestablishment within the affected area over time. The existing access road encroaches the RPZ of the trees, therefore their roots will be accustomed to the conditions of the road and it's construction. On the basis that the new road is positioned so as not to encroach and further than the existing road, the proposed junction layout is considered to be acceptable.

The proposals for Zones 3 and 8 are considered to be substantially in accordance with the parameters of the outline planning permission.

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

3.4 Design and External Appearance

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

- Scale;
- External appearance; and
- Landscaping

This section considers the reserved matters of scale and external appearance for Character Zones 3 and 8.

Zone 3

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

There are three main housing typologies within Zone 3: three bed terrace, four bed terrace and three bed courtyard houses.

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

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

The courtyard house type is used to respond to specific locations in the masterplan. The southern part of Zone 3 adjoins the boundary with the London Reform Synagogue. To respond to this sensitive boundary and prevent overlooking, the 2-storey, three bed courtyard house has windows orientated to look to the front and side into a private courtyard. There are no upper floor windows to principle rooms on these houses, only a small window to a single bedroom to the rear over the Synagogue boundary. Barratts and their architects have developed the design and layout of the houses in this location in consultation with the Synagogue. The courtyard forms the house's amenity space along with a private terrace at first floor level above its own covered on plot car parking space. This house type has a pitched roof with gable ends. The upper floor bedrooms utilise the roof volume of the pitched roof providing a more generous floor to ceiling height.

All of the proposed houses enjoy dual or triple aspects. Residential amenity has been preserved by maintaining adequate back to back distances throughout the proposals. Houses at the ends of terraces on key corners have their entrances and additional windows located on the gable elevation to ensure activity and surveillance of the street as well as visual interest.

All of the houses will be finished in a pale buff brick. A contrasting lighter brick is

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

Zone 8

Zone 8 principally relates to the treatment of the Stonegrove/A5 frontage. This zone contains a series of apartment buildings along this edge of the site. The outline consent indicated a wall of development broken up by a variety of heights along its length ranging from four to six stories. The reserved matters proposals for this area break up the frontage and move some key buildings forward or back from the principle building line to create a better setting for some of the mature trees on the site as has been described in earlier sections of this report. A consistent height of four storeys is proposed along the frontage in order to sit comfortably within its surroundings.

In response to the comments made by residents at the pre-application public consultation, a series of options were developed for the roof form of the apartment buildings along the Stonegrove frontage, including pitched roofs, mansard roofs, flat roofs and roofs with inset terraces. The mansard roof option was discounted on the basis it was out of character with the surrounding area was impractical as it significantly compromised the upper floor plans. The simple flat roof solution was of particular concern to residents who felt that it did not provide sufficient visual interest to the roofline. Following further consultation with residents, a revised proposal which provided pitched roof forms to four of the five blocks along Stonegrove was developed. The remaining larger block was provided with inset balconies on the top floor to break up the roofline and provide articulation and interest. This was combined with part-projecting balconies on the lower floors to further articulate the façade.

The smaller apartment buildings combine pitched roofs with shadow gaps to the Stonegrove facades, allowing the blocks to be read as a series of smaller terraced buildings, these elevations also include projecting entrance porches, with decorative metalwork details, which add further relief and interest to the facades. Discussion with residents produced a number of potential sources of local inspiration for the decorative metalwork, including the connection to the Roman road of Watling Street, the former Canons Park Country House and the ornate Chandos Mausoleum of the nearby St. Lawrence's Church, Little Stanmore.

Windows throughout the apartment buildings are provided with floor level cills in order to maintain a generous aperture size and to maximise natural surveillance of the street. The brickwork coins that adorn the windows to the terraced housing are removed on the apartment blocks, with the decoration instead focusing on the filigree metalwork balconies and entrance porches to enliven the street scene. Additional visual interest is added to the facades of the smaller apartment blocks through the introduction of taller windows which relate to the rhythm of the pitched roofs.

Detailed Features

The design of the houses and apartment blocks utilises several basic elements in combination to provide interest as well as continuity across the zones. The first feature is the use of vertical recesses in the brickwork joints between houses. This

helps define each property in the terrace. This is also used on the longer elevations of the apartment blocks to break up the proportions of the building and help give the impression of a series of large town houses. The second feature is the expression of a ground floor plinth across all of the buildings. This 'plinth' consists of a simple pattern of alternate courses of smooth and rough brickwork. By running this plinth around the perimeter of each block a unifying character is brought to the buildings. The third feature is the use of brick decoration around windows and openings. Windows to the street front facades are decorated with coins in the brickwork around the openings, again using contrasting smooth and rough brickwork.

Conclusion for Design and External Appearance

The detailed design and appearance of the buildings proposed in Zones 3 and 8 is considered to be high quality and appropriate for the development. The architectural style of the proposals is contemporary whilst respecting traditional characteristics of London housing including the terraced form of the houses, the use of brick as the predominant material and brick detailing around windows and openings. The materials and other key details including window reveals, brick detailing, rainwater goods etc will be secured through condition to ensure quality.

3.5 Landscaping

This section considers the reserved matter of landscaping for Zones 3 and 8.

The landscaping proposals within Zone 3 and 8 comprise a hierarchy of streets and spaces. The hierarchy classes Stonegrove (A5) as the primary street. The central avenue through the site is the secondary street and the non-adopted shared surface streets serving the houses are classed as tertiary streets.

The central avenue ('Lacy Drive') is the main route through the development and will connect Stonegrove with Kings Drive and Green Lane. The street will be adopted and comprises a 6m carriageway with upstand kerbs and 2.8 and 3m footways which will include new street trees. A shared surface access road is provided on the south side of the road to serve the new houses.

The non-adopted tertiary streets serving the houses are designed as 'shared surfaces' where the carriageway and footways are flush with one another. This type of design is intended to slow vehicles speeds and encourage all users to 'share' the space. The non-adopted carriageways are proposed to be surfaced in a light coloured bitmac with flush edging. Car parking bays are defined using light toned block pavers.

Houses along all of the streets will have private front gardens defined by low hedges. Planted borders between houses and in front of windows will also be provided. Houses will have threshold paving space to allow residents to place planted pots.

Stonegrove Frontage

The character of the existing streetscape along the main road will be enhanced through the establishment of wide verges along the eastern side of Stonegrove. These will be lawned areas with paved crossings to connect to the footway and local bus stops. Hedge planting will define boundaries and partially screen parked cars. A significant number of existing trees will be retained and new Oak trees will be planted.

Pocket Park

A new 11m wide x 230m long (1255sqm) linear park running East/West between Stonegrove and Sterling Lane will be provided. This park provides a range of functions including green space, early years play space, a place to sit and meet neighbours and a place to promenade through. The park is divided into five sub areas, defined by the footways which connect from the street and car park spaces to the houses lining the Northern boundary. The park spaces are mostly lawn and low ground cover planting so that the space is open and visibility is maintained throughout. The park is designed with subtle level changes, ground modelling and varied terrain surfaces to provide places for imaginative play.

Incidental Amenity Spaces

As part of the detailed design for Zone 8, the large mature TPO Oak tree (T155) in the south west corner of the site close to St Peter's Church has been provided with a landscaped setting and space to accommodate the canopy spread. The existing space under the tree canopy is already partly paved. This space will be reconfigured to create an attractive shaded space with shrub planting, small boulders and porous paving.

A second small space will be created around T150 further west. This tree is currently on the edge of the church car park. The tree will be placed in a new landscaped space including low shrub planting and a small seating area.

Communal Courtyard

A communal courtyard is provided at the first floor level of Block A2. This amenity space will be provided over the roof of the car park within the centre of the block and will include lightweight planting, decking, areas of gravel and paving. Green screen treatments will be used on surrounding walls using self-clinging climbers to create a soft green character to the courtyard.

Gardens to Houses

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

Open Space and Amenity Space Provision

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

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

The minor amendments to the overall Masterplan have resulted in an increase in houses with private gardens specifically within the southern half of the Masterplan including Zone 3.

In terms of specific amenity provision, 13,500m² of private rear garden space was previously provided for the houses on site. This has now increased to an overall total

of 21,489m². Correspondingly the amount of communal amenity space has marginally decreased to reflect the switch from flats to houses, whilst the public open space across the site has remained at broadly the same level. Importantly, a greater number of residential dwellings on the site will now benefit from a private front and rear garden whilst the linear park which runs east-west between Stonegrove and Sterling Lane improves on the original Masterplan concept which included a smaller public area in this zone sandwiched between two ends of terraced housing.

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

- Private individual amenity space including balconies, decks and gardens comprises approximately 5,000m².
- Private communal amenity space of approximately 885m² incorporating garden to block A1 and first floor deck to block A2.
- Public open space comprising approximately 1,710m². This includes a 1,255m² linear pocket park, 215m² area around the Holm Oak tree and 240m² area adjacent to the Synagogue boundary.

Overall, both open space and residential amenity space provision is in accordance with the outline planning permission and is considered to have been improved by the amendments that have been made to the layout within Zones 3 and 8.

Conclusion for Landscaping

The proposed landscape layout and design for Zones 3 and 8 are considered to be acceptable and in accordance with the principles established by outline masterplan. The scheme will provide adequate levels of private, communal and public amenity space for the residents.

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

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

- *The position and spread of all existing trees, shrubs and hedges to be retained;*
- *Details of any proposed topping or lopping of any retained tree;*
- *A plan showing the location of, and allocating a reference number to, each existing tree which has a stem with a diameter, measured over the bark at a point 1.5 metres above ground level, exceeding 75mm, showing which trees are to be retained and the crown spread of each retained tree;*
- *Details of the species, diameter (measured in accordance with paragraph (iii))*

above, and the approximate height, and an assessment of the general state of health and stability, of each retained tree;

- *New tree and shrub planting including species, plant sizes and planting densities;*
- *Means of planting, staking and tying of trees, including tree guards;*
- *Existing contours and any proposed alterations such as earth mounding;*
- *Areas of hard landscape works including paving and details, including samples, of proposed materials;*
- *Trees to be removed;*
- *Details of how the proposed landscaping scheme will contribute to wildlife habitat (ranging from ground cover to mature tree canopy), to the satisfaction of the Local Planning Authority;*
- *Timing of planting within each phase.'*

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

3.6 Residential Standards

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

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

As with the original Masterplan, all proposed units within Zones 3 and 8 will be designed to Lifetime Homes Standards.

3.7 Daylight and Sunlight

Condition 2 of the outline consent requires Design Codes to be submitted for each character zone of the development. More specifically it requires the design code to include an assessment showing that each phase has been designed to accord with the BRE "Site Layout Planning for Sunlight and Daylight: A Guide to Good Practice". A design code has been approved for the southern half of the masterplan for Stonegrove referred to as 'Evolution South'. This code covers Zones 3 and 8.

This reserved matters application is supported by an assessment of sunlight and daylight, prepared by Brooke Vincent and Partners (BVP). The sunlight and daylight analysis confirms that adequate levels of light for both the existing and future occupiers will be retained with a good outlook from all proposed dwellings. Any amendments to layout proposed by the amended Masterplan have also been assessed under the BVP Sunlight Daylight Assessment to ensure that the overall Masterplan is compliant.

3.8 Access, Traffic and Parking

The site is located in the north-west corner of the borough between the A5 Stonegrove, A410 Spur Road and A41 Edgware Way which are part of the Strategic Road Network. The site is accessible by public transport with bus routes (107 & 142) located within a short walking distance from the site on both the A5 Stonegrove and on the A410 Spur Road. In addition Stanmore and Edgware underground stations are within walking distance of the site.

Access

Access was approved as part of the outline application. Vehicular access to the overall development will be via a number of points including a new priority junction with the A5 (Stonegrove) north of Pangbourne Drive where the new avenue from the development will meet the A5. This new access will utilise an existing emergency vehicle access that is currently gated to general traffic. The Transport Assessment submitted with the outline application assessed the traffic impact of this junction and the wider development on the road network and it was concluded that the opening up of the junction onto Stonegrove was acceptable and that the traffic movements could be accommodated on the road network. Compliance with the access parameters has been addressed in Section 3.3 of this report and it has been shown that the zones being considered under this application are in compliance with the original outline consent.

A proposed layout for the junction has been submitted with the Transport Statement for the application. This includes carriageway works on the A5 to provide a separate right and left turn lanes to cater for various traffic manoeuvres to Sterling Drive and roads into Pangbourne Drive. The Council's Highways Group have confirmed that the principle of the scheme is acceptable and the turning radii at the junction have been agreed. The applicants will be required to submit more detailed drawings as part of the Technical Approval under the Section 38 and 278 of the Highways Act process following planning permission. As part of the technical approval the need and extent for waiting restrictions on this through road will be considered and details agreed as appropriate.

Zones 3 and 8 include parts of the new roads that are to be adopted by the Highways Authority. These will need to be constructed to adoptable standards in terms of layout and construction. The adoptable road layout is highlighted on various drawings submitted as part of this application including the Transport Statement. All roads in these character zones will also need to be designed to accommodate refuse and emergency vehicles regardless whether roads are adopted or not by the Council. Swept paths have been provided to demonstrate that adequate vehicle movements can take place on all of the roads throughout the zones submitted in this application. Refuse collection details have been submitted for each of the zones and have been designed in accordance with Council's guidance notes "Information for developers and architects – provision of domestic and organic waste collection services, and recycling facilities".

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

will also be submitted under Condition 10 of the outline planning consent (H/03635/11).

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

Consultation with TfL

Discussions have taken place with TfL who acknowledge that reopening the emergency access for general traffic has limited vehicle flows in comparison to the main junctions onto Green Lanes and Spur Road. It is the effect of the latter roads and its impact on the highway network to Stanmore that were subject of extensive previous debate with TfL. Transport for London have therefore confirmed that they raise no objections to this current reserved matters application. However as the A5 Stonegrove forms part of the Strategic Road Network (SRN), TfL has advised that the applicants should apply for scheme approval in accordance with the Traffic Management Act 2004.

Traffic Impact

A detailed Transport Assessment (TA) was submitted with the outline planning application for the overall redevelopment of Stonegrove and Spur Road Estates which established vehicular trip rates for the development. The original TA therefore considered the movements from zones 3 and 8 of the development and incorporated the impact into the assessment of the whole redevelopment. The TA concluded that the adjacent highway network could accommodate all traffic arising from the redevelopment.

The Technical note (TN03 – November 12) submitted with the applicaiton has set out the segment of that demand as it relates to this reserved matters application. The forecast vehicle movements in Zones 3 & 8 are 92 two- way movements in am peak and 100 two way flows in pm peak (see table below) are expected to use the reopened access onto the A5. As this represents a segment of that traffic demand, but not an additional demand, it is considered that the A5 and wider highway network has the capacity to accommodate vehicle movements from this phase.

	AM Peak 08:00-09:00		PM Peak 17:30-18:30	
Phase 3 & 8 - 216 Units (housing)	24	68	59	41

A contribution of £135,000 was secured through the Section 106 agreement at the outline application stage towards alterations and improvements to the highway in the vicinity of the site. Following initial investigation and surveys, the Highways Authority is now proposing to introduce a new right turn pocket on Spur Road by the Canons Corner roundabout into the petrol filling station. This would assist in improving safety and the flow of traffic at this location. Localised carriageway widening will be carried out to facilitate the extra pocket. In conjunction with these minor carriageway widening, resurfacing works for Spur Road are planned for the early part of 2013. There are also Section 278 improvements to be undertaken on Spur Road at its junction with Amias Drive, which involves the introduction of a median island.

These improvements, combined with the implementation of the Travel Plan for the development, were considered sufficient at the time to serve to mitigate the adverse impact of the overall development.

Rat running traffic

Comments have been received from Harrow residents concerned that roads through the estate will permit traffic to avoid congestion at the Green Lanes/ Sterling Corner roundabout. The masterplan layout was predicated on the desire to connect the development to the surrounding area. The configuration of the route through the development has been deliberately designed to avoid a direct connection between Stonegrove and Green Lane. The non-adopted shared surface roads within the development have also been designed with restricted carriageway widths and shared surface materials to force cars to travel at slow speeds. Therefore the convoluted route and the nature of the 'home zones' on the tertiary streets will discourage rat running movements. The Council will further explore the use of different materials and car parking along the central avenue to help slow vehicles down through the development and further deter drivers from using it as a rat run route.

Central Avenue

The central avenue through the development is proposed to be adopted but the Highways Authority. The new carriageway is a realignment of Lacey Drive to link with the existing Kings Drive. Construction and adoption of the road will form part of a Section 278 and 38 Agreement respectively. Parking spaces have been allocated in the parallel private access roads and will not be maintained by the Council. Footpaths are provided on both sides of the carriageway. In addition, proposed trees alongside the footpaths are located outside the publicly adoptable public highway.

Canon's Row

The buildings will overlook the A5 Stonegrove and be accessed via this private road and constructed as a shared surface. Access to the road will be operated by a one-way circulation.

Tertiary Street

This street connects Cannons Row with Sterling Lane and will be designed as shared surface width of 4.1m with a 2m footway with a 90 degree parking layout. It will be an easement route for utility services and provide pedestrian access to the pocket park. The lane will not be adopted. The width of the lane is in accordance with Manual for Streets and enables either two cars or a lorry and a cycle to pass safely. It is intended that refuse vehicles will be the generally larger vehicle required to access these roads as lorry movements are restricted to the surrounding strategic road network.

Cannons Way

The street will not be adopted and will be subject to traffic calming. Parking spaces will be 90 degrees to the road.

Car Parking

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

across the site, additional parking spaces for the largest houses and visitor parking spaces.

Parking is provided to houses in Zone 3 in either the form of an on-plot driveway, garage, covered car port or on-street bays. The larger houses have two car parking spaces where there is a driveway space in addition to their garage or car port.

Within Zones 3 and 8 a total of 226 car parking spaces are provided for the 218 residential units. This comprises the following:

Tenure/Type	No. Car Parking Spaces	No. Bike Parking Spaces
Shared Ownership Apartments	22	22
Private For Sale Apartments	124	124
Private For Sale Houses	80	144
TOTAL	226	290

The number of car parking spaces is considered appropriate. A condition is recommended which requires the applicant to submit a Car Parking Management Plan prior to the occupation of each phase.

Cycle Parking

Large areas of secure cycle storage has been provided throughout the development, resulting in a ratio of approximately 1:1. As part of this reserved matters application, cycle parking is provided in the undercroft car park of Zone 8 and secure ground level areas within Zone 3. Dedicated cycle storage is provided for each of the houses. The proposals are in accordance with the outline planning permission in this regard.

Related Highways Conditions attached to the Outline Consent

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

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

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

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

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

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

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

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

These details will be submitted in due course as each phase of the development comes forward and will be dealt with under delegated powers.

3.9 Other Relevant Conditions

The outline planning permission is subject to a significant number of additional conditions covering details such as drainage, car parking layout, detailed landscaping, archaeology and construction methodology.

Design Code

Condition 2 of the outline planning permission requires the following:

'Prior to the submission of reserved matters, being scale, appearance and landscaping (hereafter called the reserved matters) for each phase as identified on approved phasing plan ref: 10930 MP 46 - Rev.C dated 14 January 2008 (or any subsequent amendments to it that have been agreed in writing by the local planning authority), design codes shall be submitted to and approved in writing by the local planning authority. Each design code shall be substantially in accordance with the Stonegrove and Spur Road Estate :Design Statement dated August 2007 and shall include:

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

A design code has previously been submitted and approved (application reference H/02172/12) which covers the part of the development relating to Zones 3 and 8. The Code sets out urban design principles for the ongoing design development of the site and covers issues such as street layout, block principles, massing, building height, hierarchy of public spaces and public realm principles, car parking strategies, boundary treatment and building materials and details. The proposals for Zones 3 and 8 have been prepared in full accordance with the principles set out in the design code.

Sustainability

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

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

The overall development has been designed to minimise its impact on the environment with a particular emphasis on using less energy. The regeneration includes the provision of an Energy Centre which will provide the heating and hot

water requirements of the homes throughout the development. The Energy Centre will generate electricity using a Combined Heat and Power (CHP) which is then sold back to the grid. The excess heat from this process provides heating for hot water and space heating for the development.

3.10 Community Centre and Church

The outline planning permission includes the provision of a new community centre building positioned around the central public square within the masterplan. Condition 47 of the outline consent specifies a minimum gross external floorspace of 440sqm for the community centre. Schedule E of the section 106 agreement for the development (as amended by deed of variation dated 1st April 2009) requires the Developer to “construct the New Community Centre to Occupation Finish Standard so as to make it available for use before the date on which 407 Residential Units are in Occupation.”

St. Peters Church and parsonage occupies an area on the western side of the existing estate. The Church has a lease for the existing buildings which sit on Council land. The outline planning permission includes the provision of a new church building around the central public square within the masterplan. This will enable the existing church building to be demolished and new housing provided on the land it currently occupies. Schedule N of the section 106 agreement requires that “the Developer shall not take any steps in carrying out the Development which requires the Existing Church and Hall to cease its normal use until construction of the New Church and Ancillary Facilities have been completed.”

Community Centre Review

The intention from the outset of the regeneration was for the new community centre within the development to be self sufficient in terms of covering its running costs. On this basis the design of the centre and its business model would rely on the centre having lettable space. Family Mosaic, the Housing Association partner responsible for the affordable homes on the development, is legally obliged through the Principal Development Agreement (PDA), to ensure that the Community Trust is set up and will be viable for the long term.

Within the outline masterplan for the Stonegrove regeneration the community centre is located opposite the new Church which would also have its own hall. This means that both facilities would be competing for similar business in terms of renting out hall space and facilities. Given the difficult economic climate, Family Mosaic and the Council were concerned about the future viability of the community centre. Rather than proceed with a proposal that was more than likely to run into financial trouble in the near future, Family Mosaic commissioned Micah Gold Consultants at the beginning of 2012 to undertake a feasibility review of the community centre and to investigate the options available.

The objects of the study were to:

- Review the current and future community centre provision in the surrounding area;
- Identify potential uses and occupants of the proposed community Centre at Stonegrove;

- Review if the masterplan design caters for the needs and aspirations of the local community and potential occupants of the centre; and
- Carry out an options appraisal of the available management options

The study was informed by residents and other stakeholders. The findings were published in Micah Gold Feasibility Study dated 12th April 2012.

Whilst originally it was envisaged that the community centre and Church would be separate buildings, following the findings of the feasibility review and through lengthy consultation with residents and the Church, a strong desire was expressed for a combined facility that retained separate identities and areas within the combined facility. The findings of the Micah Gold report were presented to the CTSG on the 19th April 2012 and at that meeting it was agreed that the two facilities would be provided in a joint building. This was further agreed at the Open Partnership Board meeting on the 30th April 2012.

The Community Trust Steering Group have met monthly since April 2012 to progress the formation of the Community Trust and in September agreed a very tight timetable to form the Community Trust as a legal entity.

In parallel the Development Group, also meeting monthly since June 2012 have drafted the Heads of Terms for providing the new combined Community Centre and Church facility and set out a realistic timetable for the design development of the new building to ensure the aspirations of stakeholders are met within the known constraints. There will continue to be regular consultation with stakeholders as the detailed design proceeds.

The programme seeks for the Community Centre and Church facility design brief and initial sketches to be completed by December 2012 and to enter into the Church Agreement between Barratt and the Diocesan board by March 2013. The detailed design for the building is to be completed and agreed by July 2013 at which point a planning application will be submitted. Subject to planning consent being secured and the procurement stage, construction is anticipated to commence in Spring 2014 and to complete in Spring 2015.

The existing Church will remain in use until the new facilities are occupied at which point the Council will transfer the existing facilities and land to the development partners to enable the final phase of the regeneration to be completed. In short, Barratt cannot build the final phase of housing until they have constructed and completed the new Community Centre and Church facility.

At the 23rd October 2012 P&E committee, Members authorised a deed of variation to be prepared to vary the community centre trigger in the section 106 agreement to reflect the delay that has occurred to enable a feasibility review of the community centre to be carried out by an independent consultant, and for designs for a joint community centre and Church facility to be prepared. The programme has now been set to deliver the joint facility by February 2015. Therefore the unit trigger in Schedule E of the section 106 agreement is required to be amended.

Initial design proposals for the joint community centre and church building are being prepared by Sprunt architects with input from both the Church and community steering group. A reserved matters application for the community centre and church building and associated landscape is expected to be submitted later this year.

3.11 Compulsory Purchase Order

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

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

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

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

4. EQUALITIES AND DIVERSITY ISSUES

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

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

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

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

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

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

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

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

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

5. CONCLUSION

Zones 3 and 8 will deliver 218 new homes within the Stonegrove and Spur Road estates regeneration. These zones comprise the last substantive phases of the residential development with a balance of 14 units remaining after this application.

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

The application has also considered a number of adjustments and amendments to the masterplan for the development and it has been concluded that these are acceptable. The plans submitted for Zones 3 and 8 are considered to be substantially in accordance with the parameters established by the outline consent approved under reference W13582/07 and extended by reference H/03635/11.

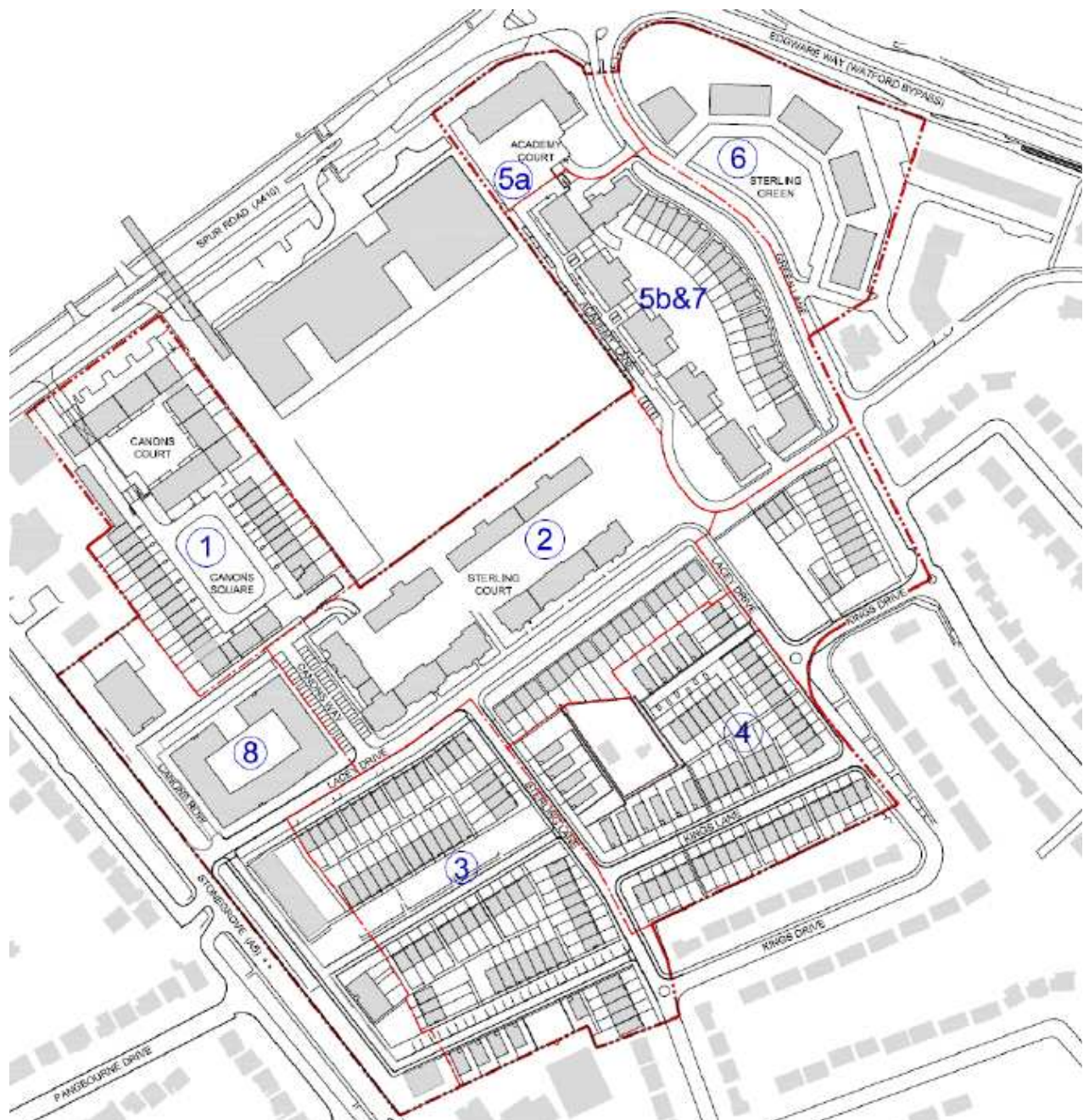
Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the Council to determine any application in accordance with the statutory development plan unless material considerations indicate otherwise. All relevant policies contained within the Adopted Barnet UDP, The Mayor's London Plan and the Barnet Local Plan, as well as other relevant guidance and material considerations, have been carefully considered and taken into account by the Local Planning Authority. It is concluded that the proposals for Zones 3 and 8 are substantially within the parameters established by the outline planning consent. The application generally and taken overall accords with the relevant development plan policies. Accordingly, subject to the conditions set out in the recommendations section at the beginning of this report, the application is recommended for **Approval**.

APPENDIX 1 – Reserved Matters for Zones Approved to Date



APPENDIX 2 – Character Zones

Updated Masterplan with adjusted Character Zone boundaries



APPENDIX 3 – Programme of development

Zone	No. Units	Social / Affordable Rented	Shared Ownership / Shared Equity	Private Sale	Date Approved	Status
Outline Consent	937	280	137	520	October 2007	Approved
Zone 1 Canons Court and Canons Square	138	87	13	38	October 2007	116 units Complete and occupied
Zone 6 Sterling Green	98	45	17	36	September 2009	Complete and occupied
Zone 5A Academy Court	67	0	0	67	February 2010	Complete and partly occupied
Zone 2A Sterling Court	107	107	0	0	Approved March 2011	Under construction
Zone 2B Canons Way	97	0	33	12	Approved October 2012	Yet to be started
Zone 4	61	0	0	61	Approved October 2012	Yet to be started
Zone 5B & 7	137	41	0	96	Approved October 2012	Yet to be started
Zone 3 & 8	218	0	22	196	Current	Current
Total Units approved to date (including this application)	923	280	104	506		
Units Remaining	14	0	0	14		

APPENDIX 4 - KEY POLICY CONTEXT AND ANALYSIS

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

Policy	Content Summary	Extent of compliance and comment
1.1 (Delivering the strategic vision and objectives for London)	Strategic vision and objectives for London including managing growth and change in order to realise sustainable development and ensuring all Londoners to enjoy a good and improving quality of life.	Compliant: The proposal is considered to constitute sustainable development and will contribute towards the regeneration of one of the Council's priority housing estates.
3.3 (Increasing housing supply)	Boroughs should seek to achieve and exceed the relevant minimum borough annual average housing target. For Barnet the target is 22,550 over the next 10 years with an annual monitoring target of 2,255.	Compliant: The proposal would provide 218 new homes contributing towards strategic housing targets for Barnet and London.
Policy 3.5 (Quality and design of housing developments)	<p>Housing developments should be of the highest quality internally, externally and in relation to their context and wider environment, taking account of the policies in the London Plan.</p> <p>The design of all new housing should incorporate the London Plan minimum space standards and enhance the quality of local places, taking account of physical context, local character, density, tenure and land use mix and relationships with and provision of spaces.</p>	<p>Compliant: The application is considered to demonstrate the influence of these policies and compliance with their key objectives.</p> <p>The design approach proposed takes suitable account of its context, the character of the area, the developments relationships with neighbouring buildings and spaces and provides a scheme of appropriate design quality.</p> <p>The new dwellings proposed would all achieve the relevant London Plan minimum space standards.</p> <p>These issues are discussed in greater detail in section 3 of the report.</p>
Policy 3.6 (Children and young people's play and informal recreation facilities)	New housing should make provision for play and informal recreation based on the child population generated by the scheme and an assessment of future needs.	Compliant: The proposal provides sufficient quantities of space for play and informal recreation. All houses have private gardens and the apartment blocks have private balconies and terraces and one block as a communal courtyard garden space. The provision of play space has been considered at the outline application stage across the wider masterplan. Zones 3 and 8 include the provision of a pocket park that will serve the wider development.
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. 	<p>Compliant: The proposed development is considered to provide an appropriate mix of dwelling types and sizes.</p> <p>All of the units would be built to achieve the Lifetime Homes Standard and 10% of the units would be designed to be wheelchair accessible, or easily adaptable for wheelchair users.</p>
Policy 3.9 (Mixed and balanced communities);	Communities mixed and balanced by tenure and household income should be promoted across London.	Compliant: The proposals will contribute to the objective of creating a new, mixed and balanced community comprising new private sale homes as well as affordable housing that will bring social, economic and environmental benefits to the surrounding area.

<p>Policy 5.1 (Climate Change Mitigation); Policy 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>The Sustainability Initiatives and Energy Strategy for the overall site remain as previously approved at the outline stage.</p> <p>All of the dwellings in these zones will be built to Code for Sustainable Homes Level 3 standards as is specified in Condition 58 on the outline consent.</p> <p>The overall development has been designed to minimise its impact on the environment with a particular emphasis on using less energy. The overall development includes the provision of an Energy Centre which will provide the heating and hot water requirements of the homes throughout the development. This will be delivered in Zone 5B.</p>
<p>Policy 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>Compliant: The proposal includes a range of elements and measures to achieve an appropriate level in respect of sustainable design and construction, provide an acceptable standard of environmental performance and adapt to the effects of climate change. This includes the new dwellings achieving Code for Sustainable Homes level 3.</p> <p>The development is considered to demonstrate the influence of this policy and compliance with its key objectives. Conditions have been recommended to ensure that this is carried through to implementation.</p>
<p>Policy 5.6 (Decentralised energy in development proposals)</p>	<p>Development should evaluate the feasibility of combined heat and power (CHP) systems and where they are appropriate also examine the opportunities to extend the system beyond the site boundary.</p> <p>Energy systems should be selected in the following hierarchy, connection to existing heating or cooling networks; site wide CHP network; communal heating and cooling.</p>	<p>Compliant: The overall development includes the provision of an Energy Centre which will provide the heating and hot water requirements of the homes throughout the development. This will be delivered in Zone 5B.</p>
<p>Policy 5.7 (Renewable energy); Policy</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>Compliant: The overall development includes the provision of an Energy Centre which will provide the heating and hot water requirements of the homes throughout the development. This will be delivered in Zone 5B. The Energy Centre was originally proposed to be fuelled by Biomass to achieve the renewable energy objectives.</p>
<p>Policy 5.10 (Urban greening);</p>	<p>Development proposals should integrate green infrastructure from the beginning of the design process to contribute to urban greening.</p>	<p>Compliant: These zones of the development include the provision of new trees as well as areas of open space which will include grass and planted areas.</p>
<p>Policy 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>Compliant: The proposal is compliant with the Flood Risk Assessment that was approved for the outline planning consent. The Environment Agency have</p>

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

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

Policy	Content Summary	Extent of Compliance and Comment
Core Strategy		
CS NPPF (National Planning Policy Framework – presumption in favour of sustainable development)	Take a positive approach to proposals which reflects the presumption in favour of sustainable development and approve applications that accord with the Local Plan, unless material considerations indicate otherwise. Where there are no policies relevant to the proposal or the relevant policies are out of date permission should be granted, unless material considerations indicate otherwise.	Compliant: the proposal is considered to constitute a sustainable form of development which complies with the relevant policies in the Local Plan. It has therefore been recommended for approval.
CS1 (Barnet's place shaping strategy – the three strands approach)	As part of its 'Three Strands Approach' the council will: <ul style="list-style-type: none"> - 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. 	Compliant: The application complies with the Growth strand of the Three Strands Approach and will deliver the regeneration of one of the Council's identified priority housing estates.
CS4 (Providing quality homes and housing choice in Barnet)	Aim to create successful communities by: <ul style="list-style-type: none"> - 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. 	Compliant: The proposals will contribute to the objective of regenerating Stonegrove and Spur Road estates by creating a new, mixed and balanced community comprising new private sale homes as well as affordable housing that will bring social, economic and environmental benefits to the surrounding area.
CS5 (Protecting and enhancing Barnet's character to create high quality places)	The council will ensure that development in Barnet respects local context and distinctive local character, creating places and buildings with high quality design. Developments should: <ul style="list-style-type: none"> - Address the principles, aims and 	Compliant: The proposals accord with the height and layout parameters of the outline planning consent and are considered to respect the character and scale of the surrounding area and will enhance this through the removal of the existing blocks across the estate and replacement with new high quality housing.

	<p>objectives set out in the relevant national guidance.</p> <ul style="list-style-type: none"> - 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. 	
CS9 (Providing safe, efficient and effective travel)	<p>Developments should provide and allow for safe effective and efficient travel and include measures to make more efficient use of the local road network.</p> <p>Major proposals should incorporate Transport Assessments, Travel Plans, Delivery and Servicing Plans and mitigation measures and ensure that adequate capacity and high quality safe transport facilities are delivered in line with demand.</p> <p>The council will support more environmentally friendly transport networks, including the use of low emission vehicles (including electric cars), encouraging mixed use development and seeking to make cycling and walking more attractive for leisure, health and short trips.</p>	<p>Compliant: The design of the development is considered to take full account of the safety of all road users and would not unacceptably increase conflicting movements on the road network or increase the risk, or perceived risk, to vulnerable road users.</p> <p>The proposal is considered to demonstrate that acceptable and safe access for all road users, including pedestrians would be provided to the site.</p>
CS12 (Making Barnet a safer place)	<p>The Council will:</p> <ul style="list-style-type: none"> - 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>Compliant: The design of the proposal is considered to demonstrate the influence of this policy and be compliant with the key elements of this policy.</p> <p>The Metropolitan Police Service and London Fire and Emergency Protection Authority have not expressed any concerns about the proposals.</p>
Development Management Policies		
DM01 (Protecting Barnet's character and amenity)	<p>Development should represent high quality design that contributes to climate change mitigation and adaptation.</p> <p>Proposals should be based on an understanding of local characteristics,</p>	<p>Compliant: The application is considered to demonstrate the influence of this policy and compliance with its key objectives.</p> <p>The design approach proposed takes suitable account of its context, the character of the area, the</p>

	<p>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>developments relationships with neighbouring buildings and spaces. The scheme is found to be of a sufficiently high quality design internally, externally and in relation to its context and wider environment.</p> <p>The Metropolitan Police Service and London Fire and Emergency Protection Authority have not expressed any concerns about the proposals and the development is found to create a safe and secure environment.</p> <p>The design of the development is such that it would fulfil the requirements of this policy in respect of the amenities of both adjoining and potential occupiers and users. The scheme would provide an acceptable level of new public and private outdoor amenity space including:</p> <ul style="list-style-type: none"> • Private individual amenity space including balconies, decks and gardens comprises approximately 5,000m². • Private communal amenity space of approximately 885m² incorporating garden to block A1 and first floor deck to block A2. • Public open space comprising approximately 1,710m². This includes a 1,255m² linear pocket park, 215m² area around the Holm Oak tree and 240m² area adjacent to the Synagogue boundary. <p>The proposal would result in the removal of trees but adequate replacement planting has been proposed.</p>
DM02 (Development standards)	Development will be expected to demonstrate compliance with relevant standards, supported by the guidance provided in the Council's Supplementary Planning Documents.	Compliant: The submission is considered to meet the relevant standards. All the dwellings would achieve Code for Sustainable Homes Level 3, meet the Lifetime Homes Standards and achieve the London Plan minimum floor space standards. 10% of the dwellings would be constructed to be easily adaptable to wheelchair accessible standards.
DM03 (Accessibility and inclusive design)	Developments should meet the highest standards of accessible and inclusive design.	Compliant: The proposal includes a range of measures to ensure that the development would provide an accessible and inclusive environment for all members of the community.
DM04 (Environmental considerations)	<p>Developments are required to demonstrate their compliance with the Mayor's targets for reductions in carbon dioxide emissions within the framework of the energy hierarchy.</p> <p>Where decentralised energy is feasible or planned development will provide either suitable connection; the ability for future connection; a feasibility study or a contribution to a feasibility study.</p> <p>Proposals should be should be designed and sited to reduce exposure to air pollutants and ensure that development is not contributing to poor air quality. Locating development that is likely to</p>	<p>Compliant: The Sustainability Initiatives and Energy Strategy for the overall site remain as previously approved at the outline stage.</p> <p>All of the dwellings in these zones will be built to Code for Sustainable Homes Level 3 standards as is specified in Condition 58 on the outline consent.</p> <p>The overall development has been designed to minimise its impact on the environment with a particular emphasis on using less energy. The overall development includes the provision of an Energy Centre which will provide the heating and hot water requirements of the homes throughout the development. This will be delivered in Zone 5B.</p> <p>The proposal is compliant with the Flood Risk</p>

	<p>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>Assessment that was approved for the outline planning consent. The Environment Agency has not raised any objections to the proposal.</p>
DM05 (Tall buildings)	<p>Tall buildings outside the strategic locations identified in the Core Strategy will not be considered acceptable.</p>	<p>Compliant: The buildings within Zones 3 and 8 are all 4 storeys or lower.</p>
DM08 (Ensuring a variety of sizes of new homes to meet housing need)	<p>Development should provide, where appropriate a mix of dwelling types and sizes in order to provide choice.</p> <p>Barnet's dwelling size priorities are 3 bedroom properties the highest priority for social rented dwellings, 3 and 4 bedroom properties the highest priority for intermediate affordable dwellings and 4 bedroom properties the highest priority for market housing, with three bedroom properties a medium priority.</p>	<p>Compliant: The submission is considered to demonstrate the influence of this policy and provides an appropriate mix of dwelling types and sizes.</p>
DM17 (Travel impact and parking standards)	<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 located and designed to make the use of public transport more attractive. - 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 	<p>Compliant: A suitable Transport Statement has been submitted with the application. This assesses the transport impacts of the development and demonstrates that the development can be satisfactorily accommodated on the site in accordance with the Transport Assessment that was agreed as part of the outline application.</p> <p>The design of the development is considered to take full account of the safety of all road users, includes appropriate access arrangements and would not unacceptably increase conflicting movements on the road network or increase the risk to vulnerable road users.</p> <p>The level of car parking proposes is in accordance with the outline planning consent.</p>

	<p>control vehicle movements, servicing and delivery arrangements.</p> <ul style="list-style-type: none">- 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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APPENDIX 5 - INFORMATIVES

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

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

The reserved matters of detailed design, appearance and landscaping for Zones 3 and 8 have been assessed and it is considered that the proposals will deliver high quality, sustainable, spacious residential accommodation for future occupiers without causing any unacceptable harm to the amenities of neighbouring properties. The contemporary architectural approach is considered to be appropriate whilst the scale and form of the buildings respect the surrounding residential context. The use of brick throughout these zones will provide a robust material as well as continuity across the overall masterplan. The overall layout and design of the buildings and landscape is considered to create a high quality residential environment and enhanced public realm.

The plans submitted for Zones 3 and 8 are considered to be substantially in accordance with the parameters established by the outline consent approved under reference W13582/07 and extended by reference H/03635/11. The proposals provide appropriate level of car parking in accordance with the requirements of the outline consent.

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

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

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

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

Policy	Content Summary
1.1 (Delivering the strategic vision and objectives for London)	Strategic vision and objectives for London including managing growth and change in order to realise sustainable development and ensuring all Londoners to enjoy a good and improving quality of life.
3.3 (Increasing housing supply)	Boroughs should seek to achieve and exceed the relevant minimum borough annual average housing target. For Barnet the target is 22,550 over the next 10 years with an annual monitoring target of 2,255.
Policy 3.5 (Quality and design of housing developments)	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. The design of all new housing should incorporate the London Plan minimum space standards and enhance the quality of local places, taking account of physical context, local character, density, tenure and land use mix and relationships with and provision of spaces.
Policy 3.6 (Children and young people's play and informal recreation facilities)	New housing should make provision for play and informal recreation based on the child population generated by the scheme and an assessment of future needs.
3.8 (Housing choice)	Londoners should have a genuine choice of homes that they can afford and which meet their requirements, including: <ul style="list-style-type: none"> • 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.
Policy 3.9 (Mixed and balanced communities);	Communities mixed and balanced by tenure and household income should be promoted across London.
Policy 5.1 (Climate Change Mitigation); Policy 5.2 (Minimising carbon dioxide emissions);	Development proposals should make the fullest contribution to minimising carbon dioxide emissions in accordance with the energy hierarchy. The Mayor will seek to ensure that developments meet the following target for CO ₂ emissions, which is expressed as year improvements on the 2010 Building Regulations: 2010 to 2013: 25% (Code for Sustainable Homes level 4); 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).
Policy 5.3 (Sustainable design and construction)	Development proposals should demonstrate that sustainable design standards are integral to the proposal, considered from the start of the process and meet the requirements of the relevant guidance.
Policy 5.6 (Decentralised energy in development proposals)	Development should evaluate the feasibility of combined heat and power (CHP) systems and where they are appropriate also examine the opportunities to extend the system beyond the site boundary. Energy systems should be selected in the following hierarchy, connection to existing heating or cooling networks; site wide CHP network; communal heating and cooling.
Policy 5.7 (Renewable energy); Policy 5.9 (Overheating and cooling)	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. Proposals should reduce potential overheating and reliance on air conditioning systems and demonstrate this has been achieved.

Policy 5.10 (Urban greening); Policy	Development proposals should integrate green infrastructure from the beginning of the design process to contribute to urban greening.
Policy 5.12 (Flood risk management);	Proposals must comply with the flood risk assessment and management requirements of set out in PPS25.
6.9 (Cycling); 6.10 (Walking)	Proposals should provide secure, integrated and accessible cycle parking facilities in line with in minimum standards and provide on-site changing facilities for cyclists. Development proposals should ensure high quality pedestrian environments and emphasise the quality of the pedestrian and street space.
6.13: (Parking)	The maximum standards in the London Plan should be applied to planning applications and developments should also provide electrical charging points, parking for disabled people and cycle parking in accordance with the London Plan standards. Delivery and servicing needs should also be provided for.
7.3 (Designing out crime)	Development proposals should reduce the opportunities for criminal behaviour and contribute to a sense of security without being overbearing or intimidating.
7.21 (Trees and woodlands)	Existing trees of value should be retained and any loss as a result of development should be replaced. Wherever appropriate the planting of additional trees should be included in developments.

Table 2: Summary of the Core Strategy (2012) policies relevant to this decision

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.
CS4 (Providing quality homes and housing choice in Barnet)	Aim to create successful communities by: <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.
CS5 (Protecting and enhancing Barnet’s character to create high quality places)	The council will ensure that development in Barnet respects local context and distinctive local character, creating places and buildings with high quality design. Developments should: <ul style="list-style-type: none"> - Address the principles, aims and objectives set out in the relevant

	<p>national guidance.</p> <ul style="list-style-type: none"> - 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.
CS9 (Providing safe, efficient and effective travel)	<p>Developments should provide and allow for safe effective and efficient travel and include measures to make more efficient use of the local road network.</p> <p>Major proposals should incorporate Transport Assessments, Travel Plans, Delivery and Servicing Plans and mitigation measures and ensure that adequate capacity and high quality safe transport facilities are delivered in line with demand.</p> <p>The council will support more environmentally friendly transport networks, including the use of low emission vehicles (including electric cars), encouraging mixed use development and seeking to make cycling and walking more attractive for leisure, health and short trips.</p>
CS12 (Making Barnet a safer place)	<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.

Table 2: Summary of the Core Strategy (2012) policies relevant to this decision

Policy	Content Summary
DM01 (Protecting Barnet's character and amenity)	<p>Development should represent high quality design that contributes to climate change mitigation and adaptation.</p> <p>Proposals should be based on an understanding of local characteristics, preserve or enhance local character and respect the appearance, scale, mass, height and pattern of surrounding buildings, spaces and streets.</p> <p>Development should ensure attractive, safe and vibrant streets which provide visual interest. Proposal should create safe and secure environments, reduce opportunities for crime and minimise fear of crime.</p> <p>Development should be designed to allow for adequate daylight, sunlight, privacy and outlook for adjoining and potential occupiers and users. Lighting schemes should not have a demonstrably harmful impact on amenity or biodiversity. Proposals should retain outdoor amenity space.</p> <p>Trees should be safeguarded and when protected trees are to be felled the Council will require suitable tree replanting. Proposals will be required to include landscaping that is well laid out; considers the impact of hardstandings on character; achieves a suitable visual setting; provides an appropriate level of new habitat; makes a positive contribution to the surrounding area; contributes to biodiversity (including the retention of existing wildlife habitat and trees); and adequately protects existing trees and their root systems.</p>
DM02 (Development standards)	<p>Development will be expected to demonstrate compliance with relevant standards, supported by the guidance provided in the Council's Supplementary Planning Documents.</p>

DM03 (Accessibility and inclusive design)	Developments should meet the highest standards of accessible and inclusive design.
DM04 (Environmental considerations)	<p>Developments are required to demonstrate their compliance with the Mayor's targets for reductions in carbon dioxide emissions within the framework of the energy hierarchy.</p> <p>Where decentralised energy is feasible or planned development will provide either suitable connection; the ability for future connection; a feasibility study or a contribution to a feasibility study.</p> <p>Proposals should be designed and sited to reduce exposure to air pollutants and ensure that development is not contributing to poor air quality. Locating development that is likely to generate unacceptable noise levels close to noise sensitive uses will not normally be permitted. Proposals to 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>
DM08 (Ensuring a variety of sizes of new homes to meet housing need)	<p>Development should provide, where appropriate a mix of dwelling types and sizes in order to provide choice.</p> <p>Barnet's dwelling size priorities are 3 bedroom properties the highest priority for social rented dwellings, 3 and 4 bedroom properties the highest priority for intermediate affordable dwellings and 4 bedroom properties the highest priority for market housing, with three bedroom properties a medium priority.</p>
DM17 (Travel impact and parking standards)	<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 located and designed to make the use of public transport more attractive. - 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.

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

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

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

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

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

Surface water run-off should be controlled as near to its source as possible through a sustainable drainage approach to surface water management. SuDS are an approach to managing surface water run-off which seeks to mimic natural drainage systems and retain water on or near the site as opposed to traditional drainage approaches which involve piping water off site as quickly as possible. SuDS involve a range of techniques including soakaways, infiltration trenches, permeable pavements, grassed swales, ponds and wetlands. SuDS offer significant advantages over conventional

piped drainage systems in reducing flood risk by attenuating the rate and quantity of surface water run-off from a site, promoting groundwater recharge, and improving water quality and amenity.

3. The applicant is advised that not all of the estate roads proposed to serve this development will be adopted. However, if the councils refuse vehicles are required to enter the site, the estate road(s) must be constructed to adoptable standards. Details of the road construction requirements can be obtained from the Traffic and Development Section in Environment, Planning and Regeneration Directorate, Building 4, North London Business Park (NLBP), Oakleigh Road South, London N11 1NP.
4. The applicant is advised that the development is located on or will have an impact on the Strategic Road Network (SRN)/Transport for London Road Network (TLRN). The Traffic Management Act (2004) requires the Council to notify Transport for London (TfL) for implementation of construction works. The developer is expected to work with the Council to mitigate any adverse impact on public highway and would require TfL's approval before works can commence. For further details, please contact Traffic & Development Section – Environment, Planning and Regeneration Directorate, London Borough of Barnet, North London Business Park (NLBP) Building 4, Oakleigh Road South, London N11 1NP.
5. The development will require junction improvements and accesses to be formed on the public highway. The costs of any associated works to the public highway, including and temporary traffic orders and reinstatement works, will be borne by the applicants and may require the applicant to enter into a section 278 Agreement under the Highways Act 1980. Detailed proposals for these works should be submitted for approval to the Traffic & Development Section – Environment, Planning and Regeneration Directorate, North London Business Park ((NLBP), Building 4, 2nd Floor, Oakleigh Road South, London N11 1NP
6. The London Plan promotes electric vehicle charging points with 20% active and 10% passive provision and should be provided. The parking layout should include provision of electric charging points for all elements of the development.
7. Where a developer proposes to discharge water to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.

**SITE LOCATION PLAN:
Stonegrove and Spur Road Estates, Edgware, London, HA8 8BT**

REFERENCE: H/00233/13

