

**LOCATION:** Buildings D3 - D8, Beaufort Park, Aerodrome Road, NW9

**REFERENCE:** 14/07064/FUL **Received:** 28 Nov 2014  
**Accepted:** 04 Dec 2014

**WARD:** Colindale **Expiry:** 05 Mar 2015

**APPLICANT:** St George Central London Ltd

**PROPOSAL:** Construction of a building of 6 cores of up to 10 storeys to comprise 237 residential homes and 357 sq.m GIA of commercial floorspace (A1 to A4, B1, B2, D1 and D2), including associated car and cycle parking and landscaping (This application is accompanied by an Environmental Statement).

## **APPLICATION SUMMARY**

This application is for a scheme of 237 residential units as well as 357sq.m of flexible floorspace at ground floor. Although the layout, bulk, size, scale, massing and uses reflect the previous reserved matters approval for this section of Block D which was approved in 12.11.2009 (ref: H/02713/09), the detailed design is different and is for units over and above what was approved as part of the 2005 outline consent. This situation has arisen because the outline approval for Beaufort Park development for 2800 residential units was a best estimate at the time and the subsequent detailed design of blocks at reserved matters stage has been more efficient. Hence the need for the blocks D3 to D8 to be submitted as a full application. Whilst there are aspects of the proposal that have recently been approved as part of the reserved matters, the consideration of this application is made afresh including the assessment of potential additional and cumulative impacts associated with the increase in dwellings.

It is noted that the remaining units that can be built out under the outline consent are in blocks D1 and D2 which are currently being considered as a reserved matters application (Ref: 14/07066/RMA).

The proposal constitutes EIA (Environmental Impact Assessment) development and is supported by an ES (Environmental Statement) to consider the impacts of the scheme, having regard to the surrounding context and cumulative effects of development in the area.

The principle of the development and land uses accords with policies and guidance including the Colindale Area Action Plan (CAAP) and 2005 outline approval for Beaufort Park. In respect of density, although exceeding the nominated London Plan density range, this is balanced against the design quality, the quality of the residential environment created as well as the London Plan policy approach which seeks to 'optimise' the level of housing

achieved. As such, the density is considered acceptable, it being noted that the GLA is supportive of the scheme in this regard.

In respect of housing quality, a high quality development is proposed, with a mix of units reflecting LB Barnet priorities for family sized accommodation. All the accommodation meets the required standards for minimum floorspace as well as Lifetime Homes and wheelchair housing and amenity space provision.

In respect of design, extensive pre-application discussions have formed the basis of the revised scheme. The design reflects the evolution and progress of improvement to the composition, materials and detailing in the 10 years of construction. The height, bulk, scale, massing and layout reflect the previous reserved matters approval for D-block whilst the appearance of the facades is consistent with the recent reserved matters approvals issued for Blocks C and F. The Townscape and Visual assessment contained within the ES demonstrates that the proposal is no more or less prominent or recessive when viewed from the surrounding area. Also, there is an improvement to appearance of the building as shown in the CGIs from Aerodrome Road and within the development.

In respect of amenity for neighbours and occupiers, there are no privacy, overlooking or outlook impacts. Relationships do not involve any direct habitable room window-to-window relationships with less than a 21m separation. Privacy screens, fencing and landscaping borders will maintain privacy for the balconies and private amenity terraces of the residential dwellings. Any potential noise and air quality impacts associated with mechanical plant on site are mitigated by appropriately worded conditions from the council's environmental health team. The effect on levels of daylight, sunlight and overshadowing are not significantly different to the levels previously approved in the reserved matters application, albeit there would be reduced levels of light for the future occupiers on lower floors and additional overshadowing of the podium courtyard. Nonetheless, the scheme is considered acceptable given it is not significantly different to the previous reserved matters approval and is appropriate in the context of this application, having regard to the BRE guidance. Potential impacts during the construction phase will be mitigated by the requirement for a construction management plan to be agreed in advance with the council.

In respect of transport, the ES demonstrates that the scheme will not pose any significant impact on the functioning of the surrounding highway network, including roads and junctions. The proposal does not pose any significant impact to the London Underground nor to bus services. The surrounding area can accommodate the increase pedestrian footfall and cycling associated with the development. The scheme makes adequate provision for servicing and visitor parking as well as proposing sufficient resident car parking with a ratio of 0.7 which is consistent with the site wide parking ratio approved by the council. Adequate provision is also made towards accessible car parking, active and passive electric car charging points. Adequate provision is made for bicycle parking (subject to consideration of Sheffield and Josta stand types) and waste and recycling storage and collection. The scheme includes

planning contributions towards bus stop improvements, London Underground station improvements as well as a green travel plan to encourage the uptake of more sustainable modes of transport.

It is noted that TfL have requested a larger contribution (£250k) than has been offered by the applicant. However, the applicant's offer of £56,200 is considered reasonable and proportionate to the application and reflects the contributions already made by the wider Beaufort Park development and the individual circumstances of this application, including its limited direct impact on the Underground, the need to secure other priority contributions such as affordable housing and the financial viability of the scheme.

In respect of energy and sustainability, a comprehensive package of measures are proposed which addresses the Mayor's energy hierarchy. The initiatives include an on-site energy centre and will result in a 35% reduction in CO2 emissions, which is considered to be maximum saving achievable. In addition the scheme will achieve CFSH (Code for Sustainable Homes) Level 4 and BREEAM 'Excellent' will also be required by condition.

In respect of landscaping and biodiversity, the scheme makes provision for soft landscaping, including an additional 1000sqm of publicly accessible space adjacent to the square, as well as the podium level communal space and other soft landscaped areas at ground floor along the street edge. The scheme also includes ecological (brown) roofs and provision for bat and bird boxes which will be secured by condition.

In respect of planning obligations, this will include Affordable housing, transport, employment and training and monitoring contributions. Over and above the mitigation of direct impacts of this scheme, the applicant has agreed additional contributions in recognition of the wider area context and sustainable development. The contributions take the form of an in-kind provision of floorspace on-site for a healthcare facility and a financial contribution towards the Colindale Underground station upgrade. The application has been the subject of an independent viability appraisal and the package of planning contributions including the affordable housing is considered the maximum that the scheme can afford. Given the level of affordable, the planning agreement will include a positive review clause to capture additional contributions if the viability of the scheme improves in the future.

In addition to the s106 planning obligations, the scheme attracts a Mayoral and Barnet CIL (Community Infrastructure Levy) charge. This is chargeable and calculated at the time it is payable which is upon commencement.

In summary, a high-quality, residential-led scheme is proposed which reflects the adopted policy and guidance as well as development established by the 2005 outline permission, whilst posing no significant additional, cumulative impacts as a consequence of the increased number of dwellings. The scheme is recommended for approval, subject to Stage II referral to the Mayor, the s106 planning obligations and appropriately worded conditions.

## RECOMMENDATION

### Recommendation 1

The application being one of strategic importance to London it must be referred to the Mayor of London. As such any resolution by the committee will be subject to no direction to call in or refuse the application being received from the Mayor of London.

### Recommendation 2

Subject to Recommendation 1 above, the applicant and any other person having a requisite interest be invited to enter by way of an agreement into a planning obligation under Section 106 of the Town and Country Planning Act 1990 and any other legislation which is considered necessary for the purposes of seeking to secure the following, subject to changes as considered necessary by the Acting Assistant Director for Planning and Development Management:

(a) **Legal Professional Costs Recovery**

Paying the Council's legal and professional costs of preparing the Agreement and any other enabling arrangements.

(b) **Enforceability**

All obligations listed below to become enforceable in accordance with a timetable to be agreed in writing with the Local Planning Authority.

(c) **Affordable housing**: 33% based on habitable rooms (70 units) with the following Mix:

*Affordable Rented:*

8 x 1bed, 2 person

19 x 2bed 4 person

15 x 3bed, 5 person

*Shared Ownership:*

11 x 1bed, 2 person

17 x 2bed, 4 person

(d) **Affordable Housing – Review Mechanism**

A positive review mechanism with the trigger to be agreed with the council for a financial contribution to be paid towards the provision of affordable housing in the Borough, limited to a maximum of the equivalent value of 7% of the habitable rooms.

(e) **Construction Training Initiative (Expanding existing Beaufort Park initiative)**

To expand upon the existing initiatives as referred to in Schedule J 'Recruitment, Employment and Training' of the s106 planning agreement of 08 April 2005 (Application Ref: W/00198/AA/04) to be agreed with the council and which may otherwise include provision for the following: Agreed number of trainee places to be provided on the site of the Affordable Housing Scheme and the duration of each placement; A commitment by the Owners to pay towards general running costs such as trainees' wages, fees, fares and tools.

(f) **Apprenticeships**

The applicant shall enter into an employment agreement to secure the provision of a minimum number of apprenticeships to be agreed with the council including costs of wages and training to be delivered in line with the National Apprenticeship Service Framework as well as a payment of **£10,000** for monitoring of the agreement by the council. The employment agreement will need to secure the following minimum levels unless justification is provided and agreed with the council as to why they are not possible given the specific circumstances of this site and a reduced number subsequently agreed to by the council:

Output summary	Min no.	Max no.
<i>Jobs</i>		
1. Progression into employment [<6mths]	9	9
2. Progression into employment [>6mths]	5	6
<i>Apprenticeships/Work experience</i>		
3. Apprenticeships	14	15
4. Work exp (+16yrs)	18	19
5. School/college/uni site visits	100	127
6. School/college workshops	92	102

**(g) Bus stop contribution**

Payment of £18,000 towards the upgrade of bus stops in the vicinity of the site.

**(h) Travel Plan (Residential)**

The applicant shall enter into a Strategic Level Travel Plan that seeks to reduce reliance on the use of the private car and to ensure the sustainability of the development. The Travel Plan shall include the following obligations to facilitate modal shift in the choice of transport mode available to occupiers of the residential units as follows:-

- A full Residential Travel Plan that is TRICS/TRAVL and ATTrBuTE compliant that meets the requirements of the 2013 TfL TP guidance.
- The TP will take account of the March 2010 Beaufort Park Framework Travel Plan and any subsequent revisions and have a lifespan of at least 5 years after the first occupation of the last unit.
- At least 2 car club spaces subject to demand, additional to the 1 already in place at Beaufort Park.
- Travel Plan incentive fund of £300 per unit (Total: **£71,100**)
- Travel Plan Champion to be in place at least 3 months prior to first occupation. This can be the same person as the TPC for the Beaufort Park Framework Travel Plan as long as it can be demonstrated that sufficient time is available to implement both TPs.
- Bike maintenance equipment including pumps, tools, puncture kits, lubricants, basic spares to be available for residents for the life of the TP

- Bike maintenance session to be held at least once a year for the life of the TP.

**(i) Travel Plan Monitoring Contribution**

Payment of a financial contribution of **£20,000** to the Council towards its costs in promoting more sustainable modes of transport and monitoring the Travel Plan that will be submitted for the development.

**(j) Monitoring contribution for s106 agreement:**

A contribution of **£5,750** in accordance with the planning obligations SPD, index linked towards the monitoring and management of the S106 planning obligations.”

**(k) Healthcare Contribution – On site**

Provision of fully accessible minimum 300sqm facility at ground floor level in block C for NHS England to utilise as a temporary health facility (10 years with annual break clauses) until a new health facility is provided in the vicinity. The fit out and rent levels subject to agreement with the Council in consultation with NHS England.

**(l) Transport – Colindale Tube Station**

Payment of **£56,200** towards the upgrade of Colindale Tube station in the vicinity of the site.

**Recommendation 3**

That subject to Recommendation 1 and upon completion of the agreement specified in Recommendation 2, the Acting Assistant Director of Planning and Development Management approve the planning application reference 14/07064/FUL under delegated powers subject to the following conditions and any changes to the wording and/or deleting/ adding conditions as considered necessary by the Acting Assistant Director for Planning and Development Management:

**Commencement**

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

Reason:

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

### **Approved plans & documents**

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

Drawing Title	Drawing Number	Rev No.
Proposed site masterplan	30384-A-D1-D8-01-000	02
Proposed site location plan (red line)	30384-A-D3-D8-01-401	02
Proposed site boundary plan	30384-A-D3-D8-01-402	02
Semi-basement floor plan	30384-A-D1-D8-03-40B	02
Ground floor plan	30384-A-D1-D8-03-400	03
First floor plan	30384-A-D1-D8-03-401	04
Second floor plan	30384-A-D1-D8-03-402	03
Third floor plan	30384-A-D1-D8-03-403	04
Fourth floor plan	30384-A-D1-D8-03-404	04
Fifth floor plan	30384-A-D1-D8-03-405	03
Sixth floor plan	30384-A-D1-D8-03-406	03
Seventh floor plan	30384-A-D1-D8-03-407	03
Eight floor plan	30384-A-D1-D8-03-408	03
Ninth floor plan	30384-A-D1-D8-03-409	03
Roof plan	30384-A-D1-D8-03-410	03
East elevation (coloured)	30384-A-D1-D8-05-401	02
South elevation (coloured)	30384-A-D1-D8-05-402	02
West elevation (coloured)	30384-A-D1-D8-05-403	03
West podium elevation (coloured)	30384-A-D1-D8-05-405	03
North podium elevation (coloured)	30384-A-D1-D8-05-406	02
East podium elevation (coloured)	30384-A-D1-D8-05-407	03
East elevation	30384-A-D1-D8-05-420	02
South and West elevations	30384-A-D1-D8-05-421	03
Podium North and East elevations	30384-A-D1-D8-05-422	03
Podium West elevation	30384-A-D1-D8-05-423	03
Ground level landscaping illustrative landscape masterplan	21425-L-D3-D8-90-001	P03
1st floor podium illustrative landscape masterplan	21425-L-D3-D8-90-002	P02
Ground level landscape illustrative hard landscaping plan	21425-L-D3-D8-90-004	P03
1st floor podium illustrative hard landscaping plan	21425-L-D3-D8-90-005	P02



Ground level landscape illustrative soft landscaping plan	21425-L-D3-D8-90-006	P03
Ground level landscape illustrative soft landscaping plan: Trees	21425-L-D3-D8-90-007	P03
1st floor podium illustrative soft landscaping plan	21425-L-D3-D8-90-008	P02
Wheelchair housing standards adaptable units location plan - sheet 01	30384-A-D1-D8-03-450	04
Wheelchair housing standards adaptable units location plan - sheet 02	30384-A-D1-D8-03-451	04
Wheelchair housing standards adaptable units Block D5 flat type A (7no)	30384-A-D1-D8-03-461	02
Wheelchair housing standards adaptable units Block D5 flat type B (5no)	30384-A-D1-D8-03-462	02
Wheelchair housing standards adaptable units Block D5 flat type C (4no)	30384-A-D1-D8-03-463	02
Wheelchair housing standards adaptable units Block D6 flat type D (3no)	30384-A-D1-D8-03-464	02
Wheelchair housing standards adaptable units Block D7-D8 flat type E (2no)	30384-A-D1-D8-03-465	02
Wheelchair housing standards adaptable units Block D8 flat type F (1no)	30384-A-D1-D8-03-466	02
Wheelchair housing standards adaptable unit Block D3-D4 Flat Types G (3no)	30384-A-D1-D8-03-467	01
Lifetime homes complainant layout - generic floor	30384-A-D1-D8-03-470	02
Lifetime homes complainant layout - fifth floor	30384-A-D1-D8-03-472	01
Lifetime homes complainant layout - sixth floor	30384-A-D1-D8-03-471	02
Lifetime homes manhattan layouts types A, B, C	30384-A-D1-D8-03-480	02
Lifetime homes 1 bed layouts types D, E, F	30384-A-D1-D8-03-481	02
Lifetime homes 2 bed layouts types G, H, I	30384-A-D1-D8-03-482	02
Lifetime homes 3 bed layouts types J, K, L	30384-A-D1-D8-03-483	02
Bay study metal railing balcony bay	30384-A-D-21-002	02
Bay study pop up spandrel panel	30384-A-D-21-003	02
Bay study scape entrance 1	30384-A-D-21-005	02
Bay study scape entrance 2	30384-A-D-21-006	02
Bay study glazed balcony bay	30384-A-D-21-008	02
Bay study podium entrance	30384-A-D-21-009	02
Bay study double height windows	30384-A-D-21-011	02
Block D Amenity Space Illustrative Landscape Proposals	21425-L-D3-D8-90-003	P02
Brown roof plan	30384-A-D1-D8-03-410-BR	02

Supporting documents: Planning Statement including Statement of Community Involvement produced by GVA dated Nov 2014 and Addendum dated Jan 2015; Design and Access Statement produced by Broadway Malyan dated Jan 2015 (Re: 30384); Environmental Statement including Townscape and Visual Assessment including Non-technical Summary and Volumes I, II and III, produced by URS dated Nov 2014 and ES Addendum under URS cover letter dated 09 Jan 2015; Affordable Housing Statement produced by GVA dated Nov 2014; Sustainability Statement produced by Hodkinson dated Nov 2014; Energy Statement produced by Hodkinson dated Nov 2014; Beaufort Park Statutory Services Overview produced by St George dated 09 Oct 2014; Daylight and Sunlight Within the Proposed Development produced by Anstey Horne dated 9 Jan 2015; Building D Indicative CGIs document produced by Broadway Malyan dated Nov 2014 (Ref: 30384);

Further correspondence and information in response to GLA Stage 1 report issued under SG cover letter dated 28 January 2015.

Further drawings for illustrative purposes:

Drawing Title	Drawing Number	Rev No.
Ground floor plan	30384-A-D1-D8-03-400-A	3
First floor plan	30384-A-D1-D8-03-401-A	3
Second floor plan	30384-A-D1-D8-03-402-A	3
Third floor plan	30384-A-D1-D8-03-403-A	3
Fourth floor plan	30384-A-D1-D8-03-404-A	3
Fifth floor plan	30384-A-D1-D8-03-405-A	3
Sixth floor plan	30384-A-D1-D8-03-406-A	3
Seventh floor plan	30384-A-D1-D8-03-407-A	3
Eight floor plan	30384-A-D1-D8-03-408-A	3
Ninth floor plan	30384-A-D1-D8-03-409-A	3
Roof plan	30384-A-D1-D8-03-4010-A	3
Coloured elevations	30384-A-D1-D8-05-401-A	2
Coloured elevations	30384-A-D1-D8-05-402-A	2
Coloured elevations	30384-A-D1-D8-05-403-A	3

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 application as assessed in accordance with policies CS1, CS4, CS5, DM01 and DM02 of the Barnet Local Plan and policy 1.1 of the London Plan.

### **Principle**

#### *Commercial Uses*

3. The proposed flexible non-residential floorspace at ground floor hereby approved shall not be used for a nightclub, music venue, concert venue, bingo hall, or a place of worship or any equivalent uses within Classes D2 and D1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), and the Town and Country Planning (General Permitted Development) Order 1995 (as amended) or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order, with or without modification.

Reason:

To ensure that occupation of the premises does not prejudice the amenities of future residential occupiers in accordance with policies DM01 and DM13 of the Barnet Local Plan.

### **Design and amenity**

*Measures to protect privacy*

4. Notwithstanding the details shown on the plans submitted and otherwise hereby approved, the residential dwellings shall not be occupied until details are submitted to the Local Planning Authority and approved in writing which specify the details of the privacy screens and obscure return balustrading to be installed to address privacy impacts between balconies, rear gardens and terraces respectively.

Before occupation the development shall be implemented in full accordance with the approved details and specifications and shall be permanently retained as such thereafter.

**Reason:**

To safeguard the privacy and amenities of the future occupiers of the proposed residential dwellings in accordance with policies DM01 and DM02 of the Barnet Local Plan.

*Refuse and recycling*

5. Notwithstanding the details submitted with the application, prior to commencement of the relevant phase, details shall be submitted to and approved in writing by the Local Planning Authority:
  - i. Enclosures, screened facilities and/or internal areas of the proposed buildings to be used for the storage of recycling containers, wheeled refuse bins and any other refuse storage containers where applicable;
  - ii. satisfactory points of collection; and
  - iii. details of the refuse and recycling collection arrangements

The development shall be implemented and the refuse and recycling facilities provided fully in accordance with the approved details before the development is occupied and the development shall be managed in accordance with the approved details.

**Reason:**

To ensure a satisfactory refuse and recycling facilities are provided at the development in accordance with policies CS5, CS9, CS14, DM01, DM04 and DM17 of the Barnet Local Plan.

*Accessibility*

6. All of the new residential dwellings (Use Class C3) within the development hereby approved shall be constructed to meet and achieve the 'Lifetime Homes' standards, whilst the 24 units specified on

the approved drawings shall be constructed so that they are easily adaptable for wheelchair use in accordance with the approved plans.

Reason:

To ensure the development meets the needs of its future occupiers and to comply with the requirements of policies 3.8 and 7.2 of the London Plan and policy DM02 of the Barnet Local Plan.

#### *Accessible Shower and Toilet Facilities*

7. Prior to the first occupation of the commercial units, details of the incorporation of accessible showers and toilets for the ground floor non-residential units shall be submitted for approval in writing by the council.

The facilities hereby agreed shall be completed and be available to all users of the non-residential floorspace from first occupation and thereafter maintained in good working order for the lifetime of the development.

Reason:

In the interests of supporting non-car-based modes of transport and which may include disabled persons in accordance with policies CS9 and DM17.

#### *Gate Design*

8. Prior to the commencement of the relevant phase, details of the design and access controls for the car park gate(s) shall be submitted for approval in writing by the local planning authority.

Thereafter the gates shall be installed prior to occupation of the relevant phase and thereafter maintained in secure and good working order for the lifetime of the development.

Reason:

To ensure the safety and security of users in accordance with policies CS5 and DM01

#### *Materials*

9. Notwithstanding the details shown on the plans otherwise hereby approved the development hereby permitted shall not commence unless and until details and appropriate samples of the materials to be used for the external surfaces of the buildings and hard surfaced areas shall have been submitted to and approved in writing by the Local Planning Authority. The Development shall thereafter be implemented in accordance with such details as so approved before the buildings approved are occupied.

Reason:

To safeguard the character and visual amenities of the site and wider area and to ensure that the building is constructed in accordance with policies CS5 and DM01 of the Barnet Local Plan and policies 1.1, 7.4, 7.5 and 7.6 of the London Plan.

### *Lighting*

10. Prior to commencement of the relevant phase hereby approved full plans, details and specifications of all external lighting to be installed as part of the development shall be submitted to the Local Planning Authority and approved in writing. The development shall be implemented in full accordance with the approved details prior to the first occupation of the development and thereafter be maintained as such.

Reason:

To ensure that appropriate lighting is provided as part of the development in accordance with policy DM01 of the Barnet Local Plan and 5.3 of the London Plan.

## **Energy & Sustainability**

### *Energy and sustainability measures*

11. Prior to the commencement of the development hereby approved a strategy setting out how blocks D1, D2, D3, D4, D5, D6, D7 and D8 will connect to the Energy Centre and details of how provision has been made for future connection to local energy network(s) 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 prior to occupation.

Reason:

To ensure that the development is sustainable and complies with the requirements of London Plan policies 5.2 and 5.6.

### *CHP flue details*

12. Prior to commencement, drawings as well as supporting details of the energy centre flue shall be submitted in writing by the local planning authority. Details shall include a stack height calculation to confirm appropriate dispersal is achieved by the design.

Thereafter, the CHP flue shall be constructed in accordance with the details hereby approved and maintained in good working order for the lifetime of the energy centre.

Reason:

To ensure the design is of acceptable appearance as well as mitigating any local air impact on occupiers and neighbours in accordance with policies Cs5, CS13, DM01 and DM04

*Code for Sustainable Homes*

13. All residential units (Use Class C3) in the development hereby permitted shall be constructed to achieve not less than Code Level 4 in accordance with the Code for Sustainable Homes (or the equivalent standard in such measure of sustainability for house design which may replace that scheme).

No dwelling shall be occupied until formal certification has been issued confirming that not less than a Code Level 4 has been achieved and this certification has been submitted to the Local Planning Authority for agreement in writing.

Reason:

To ensure that the development is sustainable and in accordance with policies DM01 and DM02 of the Barnet Local Plan, the Colindale Area Action Plan (2010) and policies 5.2 and 5.3 of the London Plan.

*BREEAM*

14. The non-residential elements of the development hereby permitted shall be constructed to achieve not less than BREEAM 'Excellent' in accordance with the relevant BRE standards (or the equivalent standard in such measure of sustainability for non-residential building design which may replace that scheme).

The non-residential buildings shall not be occupied until formal certification has been issued confirming that not less than Excellent has been achieved and this certification has been submitted to the Local Planning Authority for agreement in writing.

Reason:

To ensure that the development is sustainable and in accordance with policies DM01 and DM02 of the Barnet Local Plan, the Colindale Area Action Plan (2010) and policies 5.2 and 5.3 of the London Plan.

*Site Waste Management Plan*

15. Prior to commencement of the relevant phase of the development, a Site Waste Management Plan detailing how the development will minimise waste in the construction process and source materials sustainably where possible, shall be submitted to the Local Planning Authority and approved in writing. The development shall be carried out in accordance with the approved details.

Reason:

To ensure that the development is sustainable and complies with the requirements of London Plan policy 5.3.

#### *Water Efficiency*

16. Before the residential dwellings (Use Class C3) of the relevant phase hereby permitted are occupied, details of the water efficiency measures to be installed in them to ensure that they achieve a water usage standard of not more than 105 litres per head per day shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in full accordance with the details as approved prior to the first occupation of the residential dwellings.

Reason:

To encourage the efficient use of water in accordance with policy CS13 of the Barnet Local Plan and policy 5.15 of the London Plan.

#### **Transport Conditions**

##### *Car Parking Management Plan*

17. Prior to occupation, 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
  - iv. The enforcement of unauthorised parking; and
  - v. Disabled parking spaces
  - vi. Electrical Vehicle Charging Points.

The Car Park Management Plan should include details of the proposed monitoring of EVCP, to inform when additional spaces are required to be brought into operation.

The Car 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 parking is provided and managed in line with the council's standards in the interests of highway and pedestrian safety in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

### *Electric Vehicle Charging Points*

18. Before the relevant phase of the development hereby permitted commences details of the Electric Vehicle Charging Points with minimum 20% (34) active and 20% (34) passive shall be submitted to and agreed in writing by the Local Planning Authority.

Reason:

To ensure that the Electric Vehicular Charging provision is in accordance with the London Plan requirements.

### *Bicycle parking*

19. Notwithstanding the details shown on the plans otherwise approved, at commencement, details of cycle stand types and secure storage areas shall be submitted for the approval in writing of the local planning authority.

Thereafter, the cycle parking and cycle storage areas shall be maintained in good working order and made available to residents at all times for the lifetime of the development unless otherwise agreed in writing by the local planning authority.

Reason:

In the interests of promoting cycling as a mode of transport, 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.

### *Construction Method Statement & Construction Logistics Plan*

20. *No development or site works shall take place on site until a 'Construction Method Statement' has been submitted to and approved in writing by, the Local Planning Authority.*

*The Statement shall provide for:*

- *access to the site, vehicle routings and traffic management, including swept paths*
- *An estimate of vehicle numbers and types by phase of construction*
- *the parking of vehicles for site operatives and visitors;*
- *hours of construction, including deliveries, loading and unloading of plant and materials;*
- *the storage of plant and materials used in the construction of the development;*



- *the erection of any means of temporary enclosure or security hoarding and*
- *measures to prevent mud and debris being carried on to the public highway and ways to minimise pollution.*
- *Identify deliveries that could be reduced, re-timed or consolidated*
- *Identify measures to protect vulnerable road users*
- *A procurement strategy to support the aims of the plan*
- *Monitoring and review*

*The development shall thereafter be implemented in accordance with the measures detailed within the statement.*

*Reason:*

In the interests of highway safety and good air quality in accordance with Policies DM04 and DM17 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and Policy 5.21 of the London Plan (2011).

## **Environmental Health**

### *EXTRACTION AND VENTILATION EQUIPMENT*

21. a) No development other than demolition works shall take place until details of all extraction and ventilation equipment to be installed as part of the development have been submitted to and approved in writing by the Local Planning Authority. The report shall include all calculations and baseline data, and be set out so that the Local Planning Authority can fully audit the report and critically analyse the content and recommendations.
- b) The development shall be implemented in accordance with details approved under this condition before first occupation or the use is commenced and retained as such thereafter.

Reason: To ensure a satisfactory appearance for the development and satisfactory accessibility; and to protect the amenities of the area in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012) and Policy CS14 of the Local Plan Core Strategy (adopted September 2012).

### *IMPACT OF NOISE FROM VENTILATION AND EXTRACTION PLANT ON DEVELOPMENT*

22. a) No development other than demolition works shall commence on site in connection with the development hereby approved until a report has been carried out by a competent acoustic consultant that assesses

the likely noise impacts from the development of the ventilation/extraction plant, and mitigation measures for the development to reduce these noise impacts to acceptable levels, and has been submitted to and approved in writing by the Local Planning Authority.

The report shall include all calculations and baseline data, and be set out so that the Local Planning Authority can fully audit the report and critically analyse the content and recommendations.

b) The measures approved under this condition shall be implemented in their entirety prior to the commencement of the use/first occupation of the development and retained as such thereafter.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of neighbouring properties in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and Policy 7.15 of the London Plan 2011.

#### *RESTRICT NOISE FROM PLANT*

23. The level of noise emitted from the (specify machinery) plant hereby approved shall be at least 5dB(A) below the background level, as measured from any point 1 metre outside the window of any room of a neighbouring residential property.

If the noise emitted has a distinguishable, discrete continuous note (whine, hiss, screech, hum) and/or distinct impulse (bangs, clicks, clatters, thumps), then it shall be at least 10dB(A) below the background level, as measured from any point 1 metre outside the window of any room of a neighbouring residential property.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of neighbouring properties in accordance with Policies DM04 of the Development Management Policies DPD (adopted September 2012) and 7.15 of the London Plan 2011.

#### *CONTAMINATED LAND*

24. Part 1

Before development commences other than for investigative work:

A desktop study (Preliminary Risk Assessment) shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The

desktop study (Preliminary Risk Assessment) and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.

If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. This shall be submitted to, and approved in writing by, the Local Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable:

- a risk assessment to be undertaken,
- refinement of the Conceptual Model, and
- the development of a Method Statement detailing the remediation requirements.

The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority.

If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.

## Part 2

Where remediation of contamination on the site is required completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety in accordance with Policy CS NPPF of the Local Plan Core Strategy DPD (adopted September 2012), DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and 5.21 of the London Plan 2011.

### *IMPACT OF NOISE ON DEVELOPMENT*

25. a) No development shall take place on site until a noise assessment, carried out by an approved acoustic consultant, which assesses the likely impacts of noise on the development and measures to be implemented to address its findings has been submitted to and approved in writing by the Local Planning Authority. The report shall

include all calculations and baseline data, and be set out so that the Local Planning Authority can fully audit the report and critically analyse the content and recommendations

b) The measures approved under this condition shall be implemented in their entirety prior to the commencement of the use/first occupation of the development and retained as such thereafter.

Reason: To ensure that the amenities of occupiers are not prejudiced by rail and/or road traffic and/or mixed use noise in the immediate surroundings in accordance with policies DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and 7.15 of the London Plan 2011.

#### *INSULATION AGAINST INTERNALLY/EXTERNALLY GENERATED NOISE*

26. a) No development shall take place until details of mitigation measures to show how the development will be constructed/adapted so as to provide sufficient air borne and structure borne sound insulation against internally/externally generated noise and vibration has been submitted to and approved in writing by the Local Planning Authority.

This sound insulation shall ensure that the levels of noise generated from the **^IN**; as measured within habitable rooms of the development shall be no higher than 30dB(A) from 7am to 11pm and 30dB(A) in bedrooms from 11pm to 7am.

The report shall include all calculations and baseline data, and be set out so that the Local Planning Authority can fully audit the report and critically analyse the content and recommendations.

b) The mitigation measures as approved under this condition shall be implemented in their entirety prior to the commencement of the use or first occupation of the development and retained as such thereafter.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of the residential properties in accordance with Policies DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and 7.15 of the London Plan 2011.

#### *AIR QUALITY REPORT*

27. a) Before development commences, an air quality assessment report, written in accordance with the relevant current guidance, for the

existing site and proposed development shall be submitted to and approved by the Local Planning Authority.

It shall have regard to the air quality predictions and monitoring results from the Stage Four of the Authority's Review and Assessment, the London Air Quality Network and London Atmospheric Emissions Inventory.

The report shall include all calculations and baseline data, and be set out so that the Local Planning Authority can fully audit the report and critically analyse the content and recommendations.

b) A scheme for air pollution mitigation measures based on the findings of the report shall be submitted to and approved by the Local Planning Authority prior to development.

c) The approved mitigation scheme shall be implemented in its entirety in accordance with details approved under this condition before any of the development is first occupied or the use commences and retained as such thereafter.

Reason: To ensure that the amenities of occupiers are protected from the poor air quality in the vicinity in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and Policy 5.3 of the London Plan 2011.

*CHP*

28. a) Before development commences, an air quality assessment report, written in accordance with the relevant current guidance, for CHP shall be submitted to and approved by the Local Planning Authority.

It shall also have regard to the air quality predictions and monitoring results from the Stage Four of the Authority's Review and Assessment, the London Air Quality Network and London Atmospheric Emissions Inventory.

The report shall include all calculations and baseline data, and be set out so that the Local Planning Authority can fully audit the report and critically analyse the content and recommendations.

b) A scheme for air pollution mitigation measures based on the findings of the report shall be submitted to and approved by the Local Planning Authority prior to development.

c) The approved mitigation scheme shall be implemented in its entirety in accordance with details approved under this condition before any of the development is first occupied or the use commences and retained as such thereafter.

Reason: To ensure that the amenities of neighbouring premises are protected from poor air quality arising from the development in accordance with the Sustainable Design and Construction SPD (adopted April 2013).

**Trees, Landscape and Biodiversity**

28. Notwithstanding the details submitted and otherwise hereby approved, prior to the commencement of the relevant phase of development or any site works, a detailed scheme of hard and soft landscaping and means of enclosure shall be submitted to and approved in writing by the Local Planning Authority. The details of landscaping and means of enclosure submitted shall include but not be limited to the following:
- the position of any existing trees and hedges to be retained or removed;
  - details of all tree, hedge, shrub and other planting proposed as part of the scheme and all planting proposed for green walls and other soft landscaped structures, including proposed species, plant sizes and planting densities;
  - means of planting, staking and tying of trees, including tree guards, planter depths and a detailed landscape maintenance schedule for regular pruning, watering and fertiliser use;
  - existing site contours and any proposed alterations to these such as earth mounding;
  - details of all proposed hard landscape, including proposed materials, samples and details of techniques to be used to provide conditions appropriate for new plantings;
  - timing of planting;
  - details of all proposed boundary treatments, fencing, gates or other means of enclosure to be erected at the site; and
  - Details of lighting as submitted in relation to condition 10.

Reason:

To ensure a satisfactory appearance to the development and protect the amenities of the area and future and neighbouring occupiers in accordance with policies DM01 and DM02 of the Barnet Local Plan and policies 3.6 and 7.21 of the London Plan.

30. All work comprised in the approved scheme of hard and soft landscaping shall be carried out before the end of the first planting and seeding season following the first occupation of the relevant phase or

completion of the construction of the development, whichever is sooner.

Reason:

To ensure a satisfactory appearance to the development and protect the amenities of the area and neighbouring occupiers in accordance with policy DM01 of the Barnet Local Plan and policy 7.21 of the London Plan.

*Ecological (brown) roof*

31. Prior to commencement details of the brown roof shall be submitted to and approved in writing by the council. Prior to occupation the details hereby approved will be implemented and retained for the lifetime of the development unless otherwise agreed in writing by the council.

Reason: In the interests of protecting and enhancing biodiversity in accordance with policies CS7 and DM16.

*Play Equipment and Playable Features*

32. Notwithstanding the details shown on the plans otherwise hereby approved, prior to commencement a scheme detailing all play equipment or playable features to be installed in the communal or public amenity space as part of the development shall be submitted to the Local Planning Authority and approved in writing. The development shall be implemented in full accordance with the details as approved prior to the first occupation of the development and the play space shall thereafter be retained.

Reason:

To ensure that the development represents high quality design and to accord with policies DM01 and DM02 of the Barnet Local Plan and policy 3.6 of the London Plan.

*Bat and Bird Boxes*

33. Prior to commencement, details and location on elevations of bat and bird boxes bricks shall be submitted for approval in writing by the council.

Prior to completion the bat and bird boxes hereby approved will be installed and all reasonable measures taken to minimise disturbance to these boxes for the lifetime of the development

Reason:

In the interests of protecting and enhancing biodiversity in accordance with policies CS7 and DM16.

## **Misc**

### *Digital/satellite television equipment*

34. Prior to commencement of the development hereby permitted, a scheme for the provision of communal/centralised satellite and television reception equipment to be installed on all blocks hereby permitted shall be submitted to, and approved in writing by, the Local Planning Authority. The development shall be implemented in accordance with the details approved and the equipment shall thereafter be retained and made available for use by all occupiers of the development.

#### Reason:

To ensure that the development makes appropriate provision for such equipment, so as to not impact adversely on the character of the area, in accordance with policies CS5 and DM01 Barnet Local Plan.

### *Telecomms equipment*

35. Notwithstanding the provisions of any development order made under Section 59 of the Town and Country Planning Act 1990 (or any Order revoking and re-enacting that Order) the following operations shall not be undertaken without the receipt of prior specific express planning permission in writing from the Local Planning Authority on the buildings hereby approved:

- The installation of any structures or apparatus for purposes relating to telecommunications on any part the development hereby approved, including any structures or development otherwise permitted under Part 24 and Part 25 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (as amended) or any equivalent Order revoking and re-enacting that Order.

#### Reason:

To ensure that the development does not impact adversely on the character of the area and to ensure the Local Planning Authority can control the development in the area so that it accords with policies CS5 and DM01 Barnet Local Plan.

### **Informatives:**

The informative that it is recommended to be included on the decision notice is set out in Appendix 2 of this report, being a summary of the relevant development plan policies taken into account in making this decision.

## **1. MATERIAL CONSIDERATIONS**



## **1.1 Key Relevant Planning Policy**

### Introduction

Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires that development proposals shall be determined in accordance with the development plan unless material considerations indicate otherwise. In this case the development plan is The London Plan and the development plan documents in the Barnet Local Plan. These statutory development plans are the main policy basis for the consideration of this planning application.

Barnet's Local Plan is made up of a suite of documents, including the Core Strategy and Development Management Policies development plan documents. The Core Strategy and Development Management Policies documents were both adopted by the Council in September 2012.

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

Since the adoption of the London Plan in 2011 the Mayor has adopted (in October 2013) 'Revised Early Minor Alterations' to this document. These make a number of changes to policies and other text in the 2011 London Plan. A key objective of these changes is to ensure that the London Plan is consistent with the National Planning Policy Framework. They also seek to update the position on affordable housing (to reflect changes to national policy) and make changes to cycle parking standards. The changes to London Plan as adopted under the 'Revised Early Minor Alterations' have been used as the basis for the assessment of this application.

### National Planning Policy Framework

The 'National Planning Policy Framework' (NPPF) was published on 27 March 2012. This is a key part of the Governments reforms to make the planning system less complex and more accessible, and to promote sustainable growth.

The NPPF states that *"good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people"*. The NPPF retains a presumption in favour of sustainable development. This applies unless any adverse impacts of a development would *"significantly and demonstrably"* outweigh the benefits.

In March 2014 the National Planning Practice Guidance was published (online) as a web based resource. This resource provides an additional level of detail and guidance to support the policies set out in the NPPF.

### The Mayor's London Plan July 2011 and updates

The London Plan (adopted July 2011) is the development plan in terms of strategic planning policy for the purposes of the Planning and Compulsory Purchase Act (2004). On 11th October 2013, the Mayor published Revised

Early Minor Alterations to the London Plan (REMA). From this date, the REMA are operative as formal alterations to the London Plan and accordingly form part of the development plan for Greater London. Subsequently, on 15th January 2014, the Mayor published Draft Further Alterations to the London Plan (FALP) for 12 week period of public consultation. Further updates have been published in relation to: clarifications; the FALP Impact Assessment; making a response; the consultation process and events; FALP events; and FALP evidence base.

The London Plan policies (arranged by chapter) most relevant to the determination of this application are:

- 1.1 (Delivering the strategic vision and objectives for London)
- 2.2 (London and the wider metropolitan area)
- 2.6 (Outer London: vision and strategy)
- 2.8 (Outer London: transport)
- 2.13 (Opportunity Areas and Intensification Areas)
- 2.18 (Green Infrastructure: the network of open and green spaces)
- 3.2 (Improving health and addressing health inequalities)
- 3.3 (Increasing housing supply)
- 3.4 (Optimising housing potential)
- 3.5 (Quality and design of housing developments)
- 3.6 (Children and young people's play and informal recreation facilities)
- 3.7 (Large residential developments)
- 3.8 (Housing choice)
- 3.9 (Mixed and balanced communities)
- 5.1 (Climate change mitigation)
- 5.2 (Minimising carbon dioxide emissions)
- 5.3 (Sustainable design and construction)
- 5.6 (Decentralised energy in development proposals)
- 5.7 (Renewable energy)
- 5.9 (Overheating and cooling)
- 5.10 (Urban greening)
- 5.11 (Green roofs and development site environs)
- 5.12 (Flood risk management)
- 5.13 (Sustainable drainage)
- 5.14 (Water quality and wastewater infrastructure)
- 5.15 (Water use and supplies)
- 5.17 (Waste capacity)
- 5.21 (Contaminated land)
- 6.1 (Strategic approach)
- 6.3 (Assessing effects of development on transport capacity)
- 6.7 (Better streets and surface transport)
- 6.9 (Cycling)
- 6.10 (Walking)
- 6.13 (Parking)
- 7.1 (Building London's neighbourhoods and communities)
- 7.2 (An inclusive environment)
- 7.3 (Designing out crime)
- 7.4 (Local character)

- 7.5 (Public realm)
- 7.6 (Architecture)
- 7.7 (Location and design of tall and large buildings)
- 7.8 (Heritage assets and archaeology)
- 7.13 (Safety, security and resilience to emergency)
- 7.14 (Improving air quality)
- 7.15 (Reducing noise and enhancing soundscapes)
- 7.18 (Protecting local open space and addressing local deficiency)
- 7.19 (Biodiversity and access to nature)
- 7.21 (Trees and woodlands)
- 8.1 (Implementation)
- 8.2 (Planning obligations)

It is further noted that the Mayor's Housing Supplementary Planning Guidance (November 2012) provides guidance on how to implement the housing policies in the London Plan.

#### Relevant Local Plan (2012) Policies

Barnet's Local Plan is made up of a suite of documents including the Core Strategy and Development Management Policies Development Plan Documents (DPD). Both DPDs were adopted on 11 September 2012.

#### **Core Strategy DPD (2012):**

- Policies CS 'NPPF - National Planning Policy Framework – Presumption in favour of sustainable development',
- CS1 (Barnet's place shaping strategy - protection, enhancement and consolidated growth - the Three Strands Approach)
- CS3 (Distribution of growth in meeting housing aspirations)
- CS4 (Providing quality homes and housing choice in Barnet)
- CS5 (Protecting and enhancing Barnet's character to create high quality places)
- CS7 (Enhancing and protecting Barnet's open spaces)
- CS8 (Promoting a strong and prosperous Barnet)
- CS9 (Providing safe, effective and efficient travel)
- CS12 (Making Barnet a safer place)
- CS13 (Ensuring the efficient use of natural resources)
- CS14 (Dealing with our waste)
- CS15 (Delivering the Core Strategy)

#### **Development Management Policies DPD (2012):**

- DM01 (Protecting Barnet's character and amenity)
- DM02 (Development standards)
- DM03 (Accessibility and inclusive design)
- DM04 (Environmental considerations for development)
- DM05 (Tall buildings)
- DM06 (Barnet's heritage and conservation)
- DM08 (Ensuring a variety of sizes of new homes to meet housing need)
- DM10 (Affordable housing contributions)
- DM15 (Green belt and open spaces)
- DM16 (Biodiversity)

DM17 (Travel impact and parking standards)

### Supplementary Planning Documents and Guidance

The Council has a number of adopted Supplementary Planning Documents (SPDs) which provide detailed guidance that supplements policies in the adopted Local Plan, and sets out how sustainable development will be delivered in Barnet including generic environmental requirements to ensure that new development within Barnet meets sufficiently high environmental and design standards. They are material considerations for the determination of planning applications:

Local Supplementary Planning Documents and Guidance:

Sustainable Design and Construction SPD (April 2013)

Affordable Housing SPD (2007)

The Residential Design Guidance SPD (April 2013)

Planning Obligations SPD (April 2013)

New Barnet Town Centre Framework (Nov 2010)

Strategic Supplementary Planning Documents and Guidance:

SPG on Accessible London (October 2014)

Sustainable Design and Construction SPG (April 2014)

### Colindale Area Action Plan (CAAP)

The Colindale Area Action Plan (CAAP) was adopted in March 2010. This provides a planning policy and design framework to guide and inform the development and regeneration of Colindale up to 2021 in response to the London Plan's designation as an Opportunity Area. The CAAP postdates the 2005 outline planning consent for Beaufort Park. The plan therefore recognises the outline planning consent that has been approved for the site and identifies the site for 3,000 new homes and a mixture of other uses including community, retail and employment.

The CAAP contains guidance on sustainable development and identifies a number of key infrastructure improvements needed to support the delivery of growth in Colindale. It identifies four character areas, the 'Corridors of Change', which identify specific development sites and set specific policy objectives to be achieved from redevelopment. Beaufort Park falls within the Aerodrome Road Corridor of Change. It also sets out general policies and standards for new developments in the area. Policies relevant to this application include:

2.0 (Colindale Opportunity Area)

3.1 (Improving connectivity in Colindale)

3.2 (Walking and cycling)

3.5 (Parking)

3.6 (Travel plans and sustainable travel)

4.2 (Aerodrome Road corridor of change)

5.1 (Urban design in Colindale)

5.2 (Buildings for Life and Lifetime Homes)

5.3 (Building heights)

5.4 (Internal building design)

- 5.5 (Open space and biodiversity in Colindale)
- 5.6 (Children's play space and young people's recreation facilities)
- 6.1 (Energy hierarchy)
- 6.2 (CHP and district heating system)
- 6.3 (Creating sustainable buildings)
- 6.4 (Flood risk)
- 6.5 (Surface water run-off)
- 6.6 (Waste management)
- 7.1 (Housing in Colindale)
- 7.2 (Affordable housing)

## 1.2 Key Relevant Planning History

Application Ref.	Description of Development	Decision and Date
<b>W/00198/AA/04</b>	Redevelopment of site comprising 2800 residential units (Class C3), approximately 7850sqm of retail (Class A1), financial and professional services (Class A2), food and drink (Class A3), business (Class B1), leisure and community (Class D1 and D2) uses and driving test centre (sui generis) with associated landscaped open space, car parking and access arrangements.	Granted  08/04/2005
<b>W00198BT/07</b>	Erection of 190 residential units, 799sqm of commercial floorspace - use classes A1 - A5 and B1 and associated access and car parking (blocks C3, C4 and C15).	Granted  14/08/2009
<b>W/00198/BR/07</b>	Listed building consent for dismantling of Watchtower Building to enable its reconstruction on the adjoining RAF Museum Site.	Granted  14/08/2009
<b>W02247AF/07</b>	Part reconstruction of listed Watchtower Building adjoining the Grahame-White Hangar on RAF Museum Site, Grahame Way, for use as exhibition space.	Granted  14/08/2009
<b>W02247AE/07</b>	Listed Building consent for works to the Grahame-White Hangar including creation of a link with the reconstructed Watchtower Building and provision of support for Watchtower Building roof	Granted  14/08/2009
<b>H/02713/09</b>	Reserved Matters application seeking approval for design and external appearance in relation to the next phase (Block D) of the development, comprising 350 residential units and 521 sq. m of commercial accommodation including use classes A1 to A5 or B1, pursuant to Condition 6 of outline planning permission W00198AA/04 for the redevelopment of the site approved 8 April 2005	Granted  12/11/2009
<b>14/07066/RMA</b>	Approval of reserved matters in respect of the design, external appearance and landscaping of buildings D1 & D2 comprising 142 new homes, with associated landscaping and car parking pursuant to condition 6 of outline planning permission W00198AA/04	Current application

## 1.3 Community engagement by the Applicant

The applicant advised that they held a consultation event on 18.09.14 and 20.09.14 in the Beaufort Park community rooms. The following notification was undertaken by the applicant ahead of these events:

- Posted 1,500 invitation letters to residents (Appendix D) one week before the drop-in session:
- Posted 15 invitation letters to local businesses (Appendix E) one week before the drop-in session
- Displayed invitation letters in the 29 entrance lobbies at Beaufort Park
- Emailed copies of the invitation letter to the ward members for Colindale
- Emailed a copy of the invitation letter to the Member of Parliament for Hendon
- Launched a consultation website [www.beaufortparkconsultation.co.uk](http://www.beaufortparkconsultation.co.uk) with details of the drop-in session
- Displayed large notices outside the exhibition venue

In total 41 members of the public attended. The applicant advises that the feedback was positive, particularly in relation to extending the size of the public amenity space.

#### **1.4 Public Consultations by the Council and Views Expressed**

##### Public Consultation

**2078** local residents were consulted by letter on 12.12.2014. The application was advertised in the local press on 11.12.2014 and site notices were put up on site on 11.12.2014. The consultation process carried out for this application is considered to be appropriate for a development of this nature. The extent of consultation exceeded the requirements of national planning legislation and the Council's own adopted policy.

1 response was received objecting to the scheme on the following grounds:

##### *Amenity*

- The development will result in a reduction in open space [*Officer comment: The proposed building footprint accords with the layout of the 2005 outline permission and does not result in the loss of any open area or amenity space. Instead, there is a corresponding increase of amenity space by 1000sqm as an internal road is converted to public open space, adjacent to the public square*]

##### *Transport*

- Construction traffic [*Officer comment: this is controlled by condition 39 of the outline consent which requires a construction management plan*]
- Insufficient and illegal parking on Aerodrome Road [*Officer comment: See transport section below which details the provision of resident parking as well as parking for visitors and deliveries which is supported by the Council's transport officer*]
- Concern about delivery vehicles for the operational development i.e. supermarket home delivery services [*Officer comment: 2 service bays*]

*are provided]*

- Need to provide more parking for residents, visitors and deliveries [*Officer comment: LB Barnet transport officers are satisfied that the level of resident parking provision is appropriate to the site and addressed the surveyed demand for the development as well as making appropriate and acceptable provision for visitor parking and deliveries on the internal streets of the Beaufort Park site to mitigate the parking impact to Aerodrome Road and surrounding].*

#### *Other*

- The need to provide for infrastructure (Unspecified) [*Officer comment: In addition to a utilities assessment submitted in support of the application and consultation with utilities providers, other infrastructure provision is addressed through specific s106 planning obligations or potentially through CIL contributions]*

1 further objection was received from Cllr Nagus Narenthira raising the following issues:

- Request to speak at Planning Committee
- Although welcoming of 33% affordable housing as being better than nothing but concerned that this amount has otherwise been lost in other projects in Colindale. Therefore recommending that all the 237 units are affordable [*Officer comment: The borough wide target is 40% affordable housing provision, with this scheme providing 33% based on viability which has been independently verified as the maximum the scheme can afford]*
- Making the scheme 100% affordable is an absolute necessity and will assist in housing residents of affordable units in Grahame Park as it is redeveloped [*Officer comment: Specific arrangements for the residents of affordable housing in Grahame Park are considered separately as part of that redevelopment program]*

### Consultation Responses from Statutory Consultees and Other Bodies

#### **Government Office of London**

GoL acknowledged receipt of the consultation and advised that they have no comments to make.

#### **English Heritage**

The application should be assessed and determined against policy and guidance using the council and it is not necessary to further consult EH on this application.

#### **English Heritage Greater Archaeological Advisory Service (EH GLAAS):**

There is no archaeological requirements for this application as the site is not identified of any particular interest

#### **Natural England**

NE does not consider that the application poses any likely or significant risks

to features of the natural environment and therefore does not wish to make any specific comments in regards to the application.

### **Highways Agency:**

No objection

### **GLA**

Para 71 conclusion of the Stage 1 report states that although the scheme is generally supported having regard to the London Plan policies concerning housing, affordable housing, urban design, inclusive design, sustainable development and transport, the following matters need to be addressed before a decision:

- Playspace: a breakdown of different age groups of children should be provided so that specific space needs for each age group can be considered, including the needs of the separate reserved matters application for blocks D1 and D2 *[Officer comment: further details have been supplied which the GLA has confirmed are satisfactory and has no further comments]*
- Inclusive design: Clarification is sought in respect of the exact number of accessible units as well as step free routes through the site *[Officer comment: further details have been supplied which the GLA has confirmed are satisfactory and has no further comments]*
- Climate change mitigation: Further work is required in the form of modelling to justify the predicted carbon savings as well as information about how cooling will be met and investigating opportunities for connection to the [future] Colindale energy network. *[Officer comment: further details have been supplied to the GLA by the applicant including an indication that the scheme will accommodate a future connection point]*
- Transport:
  - Car parking and bicycle parking levels are supported
  - The council should secure contributions to upgrade the Aerodrome Road footway and improving way-finding between Colindale station and the site *[Officer comment: Improvements to Aerodrome Road have already been secured through the 2005 outline consent and planning agreement. No further improvements including way-finding are identified as necessary]*
  - The scheme should contribute to bus stop improvements and Colindale tube station upgrade *[Officer comment: The applicant has agreed to the contribution]*
  - The traffic modelling is not agreed and should be revised for the A41/Greyhound/Aerodrome Rd junction *[Officer comment: The applicant has supplied information to the GLA who has raised no further comment]*
  - A travel plan, construction logistics plan and delivery and servicing plan should be secured by condition or s106 agreement *[Officer comment: Addressed in recommendations 2 and 3 of this report]*

**TfL:**



- The provision of 169 spaces (including 17 accessible spaces) equates to a ratio of 0.7 spaces per unit which is considered reasonable as it accords with the Colindale AAP
- TfL welcomes the commitment to provide electric vehicle charging points (EVCPs) in line with London Plan Policy 6.13 'Parking'. 20% of those parking spaces will be active with a further 20% passive provision. TfL requests that the provision of EVCPs should be secured by planning condition *[Officer comment: Noted and this provision will be secured through an appropriately worded condition]*
- TfL further welcomes the applicant's commitment to produce a parking management plan to regulate parking activities on site, and this should be secured by condition *[Officer comment: Noted and this provision will be secured through an appropriately worded condition]*
- TfL welcomes that at least 10% of the parking spaces will be accessible spaces. *[Officer comment: Noted and this provision will be secured through an appropriately worded condition]*
- TfL considers that Barnet Council should secure footway upgrade/ renewal to the frontage of the site on Aerodrome Road as well securing the contribution toward better wayfinding between the site and Colindale Station, with 'Legible London' style format preferred *[Officer comment: Improvements to Aerodrome Road have already been secured as part of the outline consent and way-finding to the station is relatively straightforward and direct]*
- TfL welcomes that a total of 403 cycle parking spaces will be provided to the proposed development. Of that, 395 residential spaces are to be located car parking area; and a further 8 visitor spaces will be located at ground level in form of Sheffield Stands. In line with London Plan policy 6.9 'Cycling', TfL also recommends that the residential cycle storage should be easily accessed and used by cyclists of all calibres without the need of heavy lifting or excessive effort. *[Officer comment: Noted and this provision will be secured through an appropriately worded condition with a suggestion of Josta and Sheffield stand types to address TfL's comments about ease of use for people of varying capabilities]*
- In respect of trip generation, TfL requested re-modelling of the Greyhound Hill/ Aerodrome Road junction *[Officer comment: revised information has been provided as part of the Stage 1 response to the GLA]*
- In respect of public transport, TfL notes that the cumulative impact of development in the Colindale area has generated increased demand at Colindale station and on the northern line services. There are planned upgrades to the station however development in the area will place pressure on capacity. A planning contribution of £250k is requested *[Officer comment: Despite the applicant questioning whether or not the requested contribution was reasonable and commensurate to the development, an offer of £56,200 was made, being a pro-rata contribution for additional units since the 2005 outline consent which secured £250k in relation to station improvement. Following further discussions, TfL agreed to accept the lower figure having regard to the transport related contributions that have already been secured as part*

*of the wider Beaufort Park development as well as balancing other s106 priorities (i.e. affordable housing) and the financial viability of the scheme]*

- TfL welcomes the draft travel plan although notes that mode share targets for bus and tube use for later years may be revised to be more ambitious, to better promote the use of public transport in the area. The requirement for a travel plan should be secured as part of a s106 planning agreement *[Officer comment: The travel plan will be secured as one of the s106 obligations]*
- A Construction Logistics Plan (CLP) and delivery servicing plan (DSP) should be secured by condition
- It is noted that Mayoral CIL is chargeable

### **Thames Water**

- Waste Water:
  - A condition is recommended requiring a drainage strategy to be agreed in consultation with TW
  - An informative is recommended for non-return valves to be installed
- Surface Water:
  - Informative is recommended for storm water flow attenuation and connections and discharge to TW infrastructure will require prior approval
  - TW approval should be sought for building over a sewer to ensure TW access is maintained to its infrastructure *[Officer comment: The applicant has confirmed that there is no building over TW sewers]*
  - A piling condition is recommended
- Water comments:
  - Confirmation that the provider in this area is Affinity Water Company

### Internal Consultation responses

#### **Highways team:**

No objection to the provision of car parking, cycle parking and refuse storage and collection arrangements, it being noted that the details are equivalent what has been agreed as part of the outline and reserved matters in other blocks.

#### **Trees and Landscape:**

No objection and the detailed design will be controlled by appropriately worded conditions.

#### **Building Control:**

No objection and notes that detailed fire fighting measures will be addressed at Building Regulation approval stage.

In addition, the following consultees were notified of the application but did not respond: Environment Agency, Natural England, London Fire Brigade, Urban

design and heritage, Environmental Health,

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

### **2.1 Site Description and Surroundings**

This application for full planning permission relates to blocks D3 to D8 which form part of the overall D block. The remainder being blocks D1 and D2 which are being considered under a separate application for reserved matters approval (Ref: 14/07066/RMA) which relates to the outline permission for the site granted in 2005 (Ref: W00198AA/04). In general, D-block is a perimeter style block with raised podium courtyard amenity spaces in the middle and car parking below. This style of development is characteristic of Beaufort Park.

This section of D-block has a frontage to internal unadopted roads of the site and Aerodrome Road to the south. These blocks cover an area of 8,400sqm.

The current application is part of the wider redevelopment known as Beaufort Park which is 10.2ha of brownfield land, bound by the Midland Mainline railway and M1 motorway to the east, Aerodrome Road to the south, the RAF Museum to the north and Middlesex University Platt Hall and Writtle House to the west.

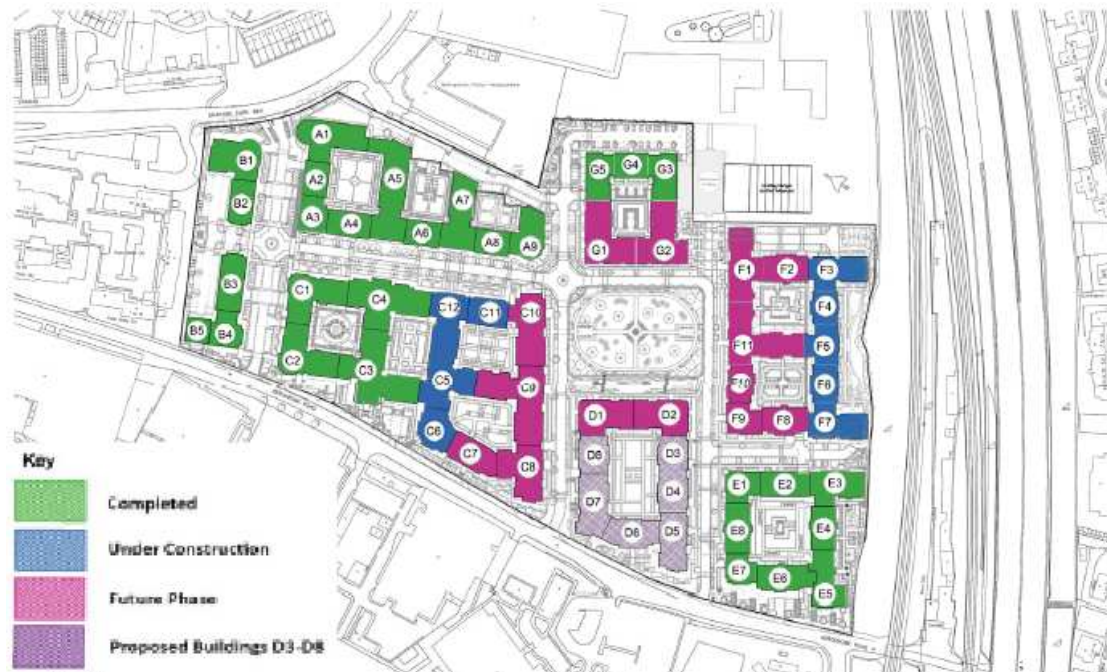
The area surrounding the application site contains a mixture of uses and building forms. Colindale underground station is about 10 minutes walk to the west. A number of other significant developments are under construction in the vicinity including the regeneration of the Grahame Park estate to the north, the redevelopment of the former Colindale Hospital adjacent to Colindale Tube Station to the west as well as a current application to redevelopment the Peel Centre (Metropolitan Police training establishment) site to the south.

### **2.2 Approved Beaufort Park redevelopment**

In April 2005 outline permission (Ref W00198AA/04) was granted for the residential-led mixed-use redevelopment of the former RAF East Camp site (now known as Beaufort Park), following completion of a Section 106 agreement securing community and infrastructure benefits. The outline consent allows for 2,800 residential homes and approximately 7,850sqm of non-residential and commercial floorspace. A subsequent full planning application was approved in 2009 for an additional 190 homes and 799sqm of non-residential accommodation on the site of the Listed Watch Tower building, which was relocated to the RAF Museum directly to the north of the development (see history section for application details). The total number of homes approved for Beaufort Park is therefore 2,990 with 8,649sqm of non-residential floorspace.

The outline permission established a Masterplan for the development which is divided into phases. Detailed designs have been approved for each of the phases through Reserved Matters. A number of phases have been completed

and others are under construction. The development is now close to being 50% complete. The Design and Access Statement indicates which blocks are completed, namely A, B, E as well as parts of C and G. Current construction includes parts of C and parts of F. Future construction comprises the remainder of C, F and G blocks as well as D block.



Source: Design and Access Statement

Although the subject application accords with the layout approved as part of the 2005 outline consent, the units are additional to what was agreed in the outline. This situation has arisen as a result of the detailed design of earlier phases reaching the full number of units more efficiently than envisaged by the outline. Being an outline application for the whole development, the numbers of homes was a best estimate at that time. This leaves the majority of the D-block footprint with no ability to be implemented without exceeding the quantum of units in the outline. Hence the necessity of the current application for full planning permission.

### 2.3 Description of the Proposed Development

The proposal seeks full planning permission for a development which includes 237 units distributed across a series of blocks between 7 and 10 storeys (22.5m – 34.75m).

Within the block are 3 levels of parking at semi-basement, ground and first floor. The applicant has stated that in total the car parking area for Block D includes 325 car parking spaces comprising 307 parking spaces within the undercroft and 18 external spaces and 2 servicing bays. 157 undercroft parking spaces and 9 external spaces would be allocated to Buildings D3 to D8 (of which 17 are for people with a disability) with the remainder being allocated to blocks D1 and D2 which are being considered as part of the separate reserved matters application.

In addition the scheme provides 25 designated motorcycle parking areas at ground and first floor, 395 secure bicycle parking spaces (plus an additional 8 on-street cycle parking stands and depending on the final design of the stands e.g. Sheffield styles, each stand may have the ability to accommodate 2 no. bicycles.) as well as refuse and recycling storage.

Atop the parking is a podium courtyard providing 1,532sqm of communal amenity space for the exclusive use of the occupiers. This is in addition to 3,250sqm of private amenity space provided in the form of balconies or terraces for each flat. There is additional soft landscaping around the building perimeter including mature street tree planting.

### **3. PLANNING CONSIDERATIONS**

#### **3.1 Relationship to the 2005 outline planning permission**

The outline application approved the 'siting', 'access' and 'design' for a redevelopment involving 2,800 dwellings as well as 7,850sqm non-residential floorspace along with associated landscaped open space, car parking and access arrangements. As detailed in section 2.2 above, further applications were approved in 2009 which involved the relocation of the listed Watchtower to the neighbouring RAF museum site allowing the provision of a further 190 residential units, increasing the total dwellings approved to 2,990 and the non-residential floorspace to 8,649sqm.

The current application is for additional units, necessitating a full application.

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

The EIA procedure in the UK is directed by the Town & Country Planning (Environmental Impact Assessment) Regulations 2011 (the 'Regulations'), EU Directive 85/337/EEC (as amended), Circular 02/99 as well as the National Planning Practice Guidance (2014).

Regulation 7 of the Regulations requires local planning authorities to adopt an Environmental Impact Assessment (EIA) screening opinion in respect of a proposed development, where it appears that:

- (a) an application which is before them for determination is a Schedule 1 application or a Schedule 2 application; and
- (b) the development in question has not been the subject of a screening opinion or screening direction; and
- (c) The application is not accompanied by a statement referred to by the applicant as an environmental statement for the purposes of the Regulations.

Regulation 8 of Regulations to requires local planning authorities whether or not the environmental information already before them (i.e. the ES submitted with the 2005 outline application) is adequate to assess the environmental

effects of the development:

- 1) This regulation applies where it appears to the relevant planning authority that—
  - a) An application which is before them for determination—
    - i) is a subsequent application in relation to Schedule 1 or Schedule 2 development;
    - ii) has not itself been the subject of a screening opinion or screening direction; and
    - iii) is not accompanied by a statement referred to by the applicant as an environmental statement for the purposes of these Regulations; and
  - b) either—
    - i) the original application was accompanied by a statement referred to by the applicant as an environmental statement for the purposes of these Regulations; or
    - ii) the application is for the approval of a matter where the approval is required by or under a condition to which planning permission deemed by section 10(1) of the Crossrail Act 2008(1) is subject.

#### Relationship with the 2005 outline consent

Beaufort Park is EIA development. The outline application was supported by an environmental statement (ES) which assessed the following potential effects: Sunlight and daylighting; transport; socio economic; townscape and visual appraisal; contamination and ground conditions; archaeology and historic built environment; water resources; local air quality; noise and vibration; and ecology.

#### Current ES

The current application for full planning permission is supported by an ES which considers the following topics: Socio-economics; Transportation and access; Sustainability, Construction impacts, Air quality; Noise and Vibration; Daylight, Sunlight and overshadowing; as well as consideration of interactions and residual effects. The ES has also sought to consider the surrounding area and the cumulative effects of other developments. As part of the ES methodology and considering the scope of topics to be covered, the following topics were scoped out: Archaeology; Built heritage; Ecology and nature conservation; Electronic interference; Ground conditions; microclimate (wind); Water resources and flood risk; and waste management. Justification has been provided for each topic scoped out which accords with the intent and ability of scoping out topics as referred to in the EU Directive where there is little or no significant impact identified as a consequence of a proposal.

It should be noted that it is possible for the council to take into consideration the 2005 ES for other chapters where it is still considered adequate to assess the environmental effects i.e. ground conditions (contamination). This is

possible by virtue of article 8(2) of the 2011 Regulations. Despite the age of the original ES, the circumstances for matters such as contamination are not considered to have changed to warrant an update to the assessment as part of the current ES.

### EIA screening opinion

Although no formal screening opinion for EIA has been sought for this full application, the council has provided informal advice similar to a scoping opinion as well as consulted external authorities on an informal basis. In addition, the application was screened following submission according to the Regulations to confirm that EIA is required.

Further in respect of screening, the proposed development does not fall within 'Schedule 1' development. Instead, the development is considered to constitute the Schedule 2 development namely, an 'urban development project' in accordance with Section 10(b) of Schedule 2 of the Regulations. The threshold identified for such projects is an area exceeding 0.5ha. The site is not located in a sensitive area as defined in the regulations.

The scope of the ES included consideration of the abovementioned topics identified at pre-application stage and which have been considered in detail within the ES or scoped out as part of the methodology. In addition, noting the ability of the council to consider the 2005 outline ES as per the Regulations.

Although the quantum of units is additional and the buildings are different in appearance to the illustrative information supplied at outline stage, the type of development proposed as well as its height, scale, layout and built form relationships in the current application still broadly accords with the outline permission. Furthermore, the extent to which the additional units will give rise to any significant new or different impacts, individually or cumulatively, beyond the parameters considered at outline stage is the subject of the current ES. The assessment of the ES forms part of the material planning considerations in the following sections of this report.

### **3.3 Principle**

The National Planning Policy Framework (NPPF) states that planning law requires applications for planning permission to be determined in accordance with the development plan, unless material considerations indicate otherwise. Development that that accords with an up-to-date Local Plan should be approved.

The site lies within the Colindale and Burnt Oak Opportunity Area, as set out in policy 2.13 of the London Plan. This policy requires development proposals to support strategic policy directions for these areas, optimise residential output, provide necessary infrastructure, promote sustainable transport and support the regeneration of the wider area. The Barnet Core Strategy was adopted in September 2012 and policy CS3 includes Colindale as one of the main areas for strategic housing growth in the borough.

The Colindale Area Action Plan (CAAP) provides site specific guidance for development sites in the area, as well as more general guidance on the Council's expectations of schemes coming forward in Colindale. The CAAP identifies the site as part of the 'Aerodrome Road Corridor of Change' and as benefitting from (outline) planning permission. Along with other key sites identified, Beaufort Park is intended to bring forward the largest and most significant phase of growth in Colindale and which will transform the suburb.

The Spatial Plan (CAAP Figure 4.3) shows the area of D-block as contributing to new housing provision, whilst the internal roadways framing the block seek to improve pedestrian and bicycle routes and connectivity.

### Density

London Plan policy 3.4 seeks to optimise the housing potential of sites. This provides a guide to appropriate density ranges for particular locations, depending on accessibility and setting.

The CAAP Policy 4.2(b) refers to a density range of between 120-150 dwellings per hectare (dph) depending on accessibility and proximity to the improved public transport interchange (Colindale Underground Station).

It is noted that the original year 2005 outline planning permission for 2800 units pre-dates the adoption of the CAAP and approved a density of 280dph. The current application (237 units) as well as the previous full application for block C (190 units) which replaced the relocated watchtower will increase the density across the entire 10.2Ha Beaufort Park site to 316dph.

Although the scheme is over the nominated range, the numerical application of the London Plan density matrix needs to be balanced against design quality and the quality of residential environment created. This reflects the approach of "*optimising*" housing according to London Plan Policy 3.4, it being noted that the density matrix is not intended to be applied mechanistically (London Plan para 3.28). These comments are reflected in the GLA Stage 1 comment which considers overall that the design and supporting documents demonstrate that the impact of the additional units is mitigated and therefore, the increase in density is considered acceptable in this instance.

### Landuse mix

The landuse mix is unchanged from previous reserved matters applications and accords with the outline permissions being a residential-led (Class C3) phase, with ground floor commercial floorspace (Flexible use Class A1-A4, B1 and B2, D1 and D2) as well as supporting parking, servicing and amenity space.

## **3.4 Housing Quality**

A high quality built environment, including high quality housing in support of the needs of occupiers and the community is part of the 'sustainable development' imperative of the NPPF. It is also implicit in London Plan Ch1 'Context and Strategy', Ch2 'London's Places', Ch 3 'London's People', and



Ch 7 'London's Living Places and Spaces', and is explicit in policies 2.6, 3.5, 7.1, and 7.2. It is also a relevant consideration in Barnet Core Strategy Policies CSNPPF, CS1, CS4, and CS5 Development Management DPD policies DM01, DM02 and DM03 as well as the Barnet Sustainable Design and Construction SPD, Residential Design Guidance SPD and CAAP policy 5.2.

### Unit mix

Development plan policies require proposals to provide an appropriate range of dwelling sizes and types, taking account of the housing requirements of different groups to address housing need (Barnet Development Management Policies DPD policy DM08). The council's Local Plan documents (Core Strategy and Development Management Policies DPD) identify 3 and 4 bedroom units as the highest priority types of market housing for the borough. Although, this should not be interpreted as implying that there is not a need for a full range of unit sizes.

The table below compares the unit mix between the most recently approved reserved matters approval and the current proposal.

<b>Unit Mix</b>					
Type	Studio	1 bed	2bed	3bed	Total
<i>D1-D2</i>	36 (25%)	20 (14%)	68 (48%)	18 (13%)	142 (100%)
<b>D3-D8</b>	28 (12%)	63 (27%)	112 (47%)	34 (14%)	<b>237 (100%)</b>
<i>Total</i>	64 (17%)	83 (22%)	180 (47%)	52 (14%)	379 (100%)
<i>Previous H/02713/09</i>	44 (12%)	40 (11%)	176 (50%)	90 (26%)	350 (100%)
<i>Site-wide mix: 2005 Outline</i>	19%	15%	48%	18%	100%
<i>Site-wide mix: Incl. D3-D8</i>	18%	21%	47%	14%	100%

*Source: St George applications and Planning Statement*

The overall unit mix shows that, whilst there is a relative percentage increase in the proportion of one bed flats, a reduction in 3 bed flats and 2 bed flats remain broadly consistent, the relative changes to mix percentage across the entire Beaufort Park site since the 2005 outline is minimal. Therefore the proposed mix for D3 to D8 is considered acceptable.

### Floorspace standards

Table 3.3 in the London Plan provides a minimum gross internal floor area for different types of dwelling, as set out in the below table, which shows the areas relevant to the unit types in this proposal.

Table 3.3 Minimum Space standards for new dwellings (adapted from London Plan)

	Dwelling Type (bedroom/persons- bed spaces)	Gross Internal Area Standard (m <sup>2</sup> )
Flats	1 bedroom 1 person	37
	1 bedroom 2 person	50
	2 bedroom 3 person	61
	2 bedroom 4 person	70
	3 bedroom 5 person	86

The submitted plans demonstrate that all flats exceed these minimum standards. The individual dimensions and room sizes within the flats would comply with the standards set out in Annex 1 of the London Housing SPG.

#### Lifetime Homes and wheelchair housing standards

Barnet Local Plan policy DM03 requires development proposals to meet the highest standards of accessible and inclusive design, whilst policy DM02 sets out further specific considerations. All units should comply with Lifetime Homes standards with 10% wheelchair home compliance, as per London Plan policy 3.8.

Annotated drawings and supporting information are supplied with the current application detailing how the Lifetime Homes criteria have been met for a total of 130 (55%) of dwellings with further clarification indicating that the remaining 107 units (45%) will similarly address the required standards. In relation to wheelchair housing, the drawings supplied with the application demonstrate how 24 (10%) of dwellings can accommodate a wheelchair user. In the case of both criteria, the units are distributed throughout the blocks and floors of the development and a range of unit sizes are represented. The provision is considered acceptable subject to conditions to secure this provision if the council is minded to approve the application.

#### Amenity space and playspace provision

Barnet's Residential Design Guidance SPD sets the minimum standards for outdoor amenity space provision in new residential developments. Flats are expected to be provided with 5sqm of usable outdoor communal or private amenity space per habitable room proposed. For both houses and flats, kitchens over 13sqm are counted as a habitable room and habitable rooms over 20sqm are counted as two habitable rooms for the purposes of calculating amenity space requirements.

All of the flats proposed have private balconies or terraces, all of which would meet the SPD minimum width requirement of 1.5 metres, therefore comprising usable amenity space. The blocks also have podium gardens. The table below sets out the amount of amenity space provided.

<b>Amenity Space: Provision</b>	<b>Amount (sqm)</b>
Private open space on balconies and terraces	3,234
Communal podium courtyards	1,032*
<b>Total space</b>	<b>4,266</b>

\*Total podium space shared with D3-D8 is 1,532sqm

The table below summarises the scheme's performance compared with the overall requirement of the Barnet Residential Design Guide of 5sqm per habitable room. Also, the GLA standard of 5sqm of balcony space for every 1-2 person dwelling with an extra 1sqm for each additional occupant.

<b>Amenity Space: Compliance</b>	<b>Requirement (sqm)</b>	<b>Scheme Provision (sqm)</b>
LBB Standard	3,130	4,266
GLA Standard	1,545	4,266

The figures demonstrate that the scheme would exceed the requirements. In addition, it is noted that the spaces would be fully accessible, would receive light, natural surveillance and the podium terraces have the added potential to accommodate soft planting and other features (seating etc).

### **3.5 Design**

High quality design underpins the sustainable development imperative of the NPPF 2012, as well as London Plan (2011) chapter 7 'London's Living Places and Spaces', in particular policies 7.6 'Architecture' and 7.7 'Location and Design of Tall and Large Buildings'. In addition, Barnet Core Strategy DPD (2012) policies CS NPPF, CS1 and CS5 as well as Development Management Policies DPD (2012) DM01, DM02, DM03, DM05 as well as CAAP policies 4.2, 5.1, and 5.3.

#### Relationship to the 2005 outline consent

In relation to the outline consent, the design of individual blocks would be for the reserved matters applications in accordance with condition 6 as well as separate conditions requiring approval of details of materials (condition 18), landscaping (condition 22) and open space (conditions 25 & 26). For this full application the design is submitted in detail for consideration.

#### The wider Beaufort Park site and current application

In the nine years since the outline application, the design of elevations has evolved in the course of successive reserved matters applications. This is in part due to architectural fashion, urban design guidance as well as other factors. Earlier phases are already occupied and the scheme is approaching 50% completion. With the principal public open space (the square) having been completed, the internal roads established and the frontage of Aerodrome Road evolving, as well as the majority of ground floor non-residential space constructed, the scheme is on the cusp of delivering the latter half of buildings to finally complete the transformation of this site. It is noted that condition 3 states that all reserved matters applications shall be made before the expiration of 10 years from the date of the outline permission, the 10 year anniversary being 08 April 2015. As such, the final stage in the design evolution across the site will be fixed.

The latter phases and blocks will contribute significant features from an urban

design perspective. In particular, the framing of the principle amenity space with buildings.

Pre-application discussions during summer 2014 considered the appearance of the blocks. The intent of the applicant's team has been to further improve the quality of the architecture and indeed, the materials, reflecting Barnet officer input to secure a greater amount of face brick in later phases whereas, the earliest phases contained a higher proportion of rendered elevations, and the improved design quality of features such as window and doorway openings and balcony treatments. Changing approaches to design including the latest guidance published by Design for Homes and Urban Design London in November 2012 'A New London Housing Vernacular' have guided the evolution of this block and later stages of Beaufort Park which are still to come.

The architectural composition of individual blocks has been revised as well as how they appear as a group, framing key focal points such as the square and Aerodrome Road. Drawing on robust architectural principles of providing a *base, middle* and *top* as well as establishing a rhythm of consistent features, which provide attractive buildings and help break down the overall scale of the blocks.

Overall, a balance is struck in the architecture between detailing and simplicity as well as between differentiation and uniformity. In addition, the design employs a limited pallet of durable materials, seeking to reflect current best practice in architectural and urban design that is appropriate and relevant to London (region-wide level), Barnet (Borough-wide level) and Colindale (neighbourhood level). At the same time, the design is cohesive with the earlier phases of Beaufort Park, particularly building C7 to C10 approved 13.11.2014 (Ref: H/04184/14), and building F1, F2, F8 and F9 approved 09.01.2015 (Ref: H/04672/14) and building D1 and D2 (current application Ref: 14/07066/RMA). The key aspects of the design approach are considered in more detail below.

#### Height, bulk, scale and massing

In respect of building heights and consideration of tall buildings, the proposal reflects the previous approval and proposes blocks of variable heights up to 10 storeys. The envelope broadly accords with the last reserved matters approval. The overall effect is that the development does not appear any greater or lesser in bulk, size and scale as compared to the previous approval nor any more prominent or recessive with the locality context as demonstrated in the Townscape and Visual assessment (ES volume 2, Nov 2014). In plan form, the blocks follow similar massing and building lines. Building setbacks are maintained to achieve the same quality to the podium courtyards, the internal roads and landscape/pedestrian verges as well as the public realm frontage with Aerodrome Road.

#### Layout

The internal and external layout reflects the previous approval. It comprises four residential cores accessed at ground floor from the surrounding streets,

with lifts and stairwells providing access to the flats from internalised corridors. The access point to the parking area is in the same location as the previous reserved matters for block D.

#### Character, appearance and conservation

As discussed above, the elevations have evolved in line with best practice and it is considered to result in an improvement in the character and appearance over earlier phases. Supporting CGIs have been submitted to show the proposed development in the context of the surrounding area including the evolving appearance of Aerodrome Road. In respect of conservation, D-block is separated by intervening buildings from the listed Watchtower and which are located on the nearby RAF Museum site, such that there is not considered to be any effect to the setting or special interest of these listed buildings. The character and appearance of the proposal in relation to the surrounding area in general is considered acceptable.

#### Safety, security and crime mitigation

The points of access and entry, residential cores, provision of amenity areas, defensible separation between public and private areas as well as the design of the internal streets reflect the previous approvals. This scheme and earlier phases have involved input and advice from the Metropolitan Police Crime Prevention Design Advisor.

### **3.6 Amenity**

Part of the 'Sustainable development' imperative of the NPPF 2012 is pursuing improvements to amenity through the design of the built environment (para 9). Amenity is a consideration of London Plan 2011 policy 2.6 'Outer London: Vision and Strategy' and is implicit in Chapter 7 'London's Living Places and Spaces'. In addition Barnet Development Management Policies DPD (2012) DM01 as well as the Sustainable Design and Construction SPD.

#### Relationship to the 2005 outline consent

The outline permission established the uses and their arrangement on site, thereby setting parameters for the final detailed design, relationships and consequently, amenity for occupiers and neighbours. In relation to the outline permission, Conditions 19 (overlooking and overshadowing), 29 to 32 (noise), condition 41 (restriction on uses with a use class) all deal with matters relating to protecting amenity.

In regards to the current application and the consideration of the relevant amenity criteria below, it is noted that the current application generally accords with the previous reserved matters approval for D-block.

#### Privacy, overlooking and outlook

The following aspects of the scheme are relevant:

- In relation to privacy and overlooking between block D3 to D8 and neighbouring block E (Constructed), block C (Not yet constructed), and block F (Not yet constructed) the separation distances are 24m, 23m and 27m respectively, thereby exceeding the recommended 21m

- window-to-window separation;
- Similarly for internal courtyard-facing flats, variable separations of 32m or greater are achieved, thereby exceeding the recommended 21m;
- At ground floor, defensible planting is provided between private amenity terraces and the pedestrian footpath and points of entry which is acceptable and furthermore, consistent with previous approvals;
- Reflective of the previous approvals, podium courtyard facing units in the corners of the blocks have tight relationships. Obscure glazing screens are required to achieve an acceptable level of privacy between balconies, terraces and windows. The applicant has been encouraged in pre-application discussions to use obscure glazed balcony balustrades on the side returns to improve the amenity for users. An appropriately worded condition is recommended for the provision of obscure screening and balustrade returns;
- The height, scale, massing and layout of the proposal broadly follows the previous approval and as such, any detailed change to the building is not considered to result in any significant change or loss of outlook to occupiers or to surrounding neighbours; and
- There are no other neighbours outside of the Beaufort Park development site who would be affected in terms of loss of privacy, increased overlooking or loss of outlook.

#### Noise and general disturbance

No new, different or cumulative noise impacts to occupiers and neighbours will result from the proposal compared to the outline. This includes impacts associated with construction and operational phases of the development and appropriately worded conditions for noise impact mitigation are recommended if the council is minded to approve the application. In respect of the internal arrangements including the layout of flats and the location of habitable rooms and positioning of services and communal circulation, these generally reflect the previous approval with levels of sound proofing and isolation separately controlled by the Building Regulations. As such, there are no noise impacts identified, notwithstanding that any excessive and unreasonable noise is covered by the Environmental Protection Act 1990.

#### Air quality

Similarly, there are no new, different or cumulative air quality impacts resulting from this proposal than was considered at outline stage other than the incorporation of a CHP energy centre. The air quality has been assessed as part of Chapter 6 of the ES. Appropriately worded conditions addressing air quality mitigation measures are recommended if the council is minded to approve the application.

Further in respect of future mechanical extraction for the ground floor commercial units which include the possibility of Class A3 restaurants, the council's environmental health team sought to investigate alternatives to extraction at fascia level. Extraction which utilises voids and risers in the floorplan is preferable as air is vented at roof level and disperses above windows. It places less reliance on extraction systems to handle odours (and noise and vibration) to enable systems to acceptably vent at fascia level.

Further still, it negates the need in the future to consider external extract ductwork which often has an unacceptable visual impacts and a potential impact to the amenity of neighbours above in terms of noise and vibration. Although the possibility of venting through voids and risers has not been ruled out entirely by the applicant in the future if and when there is a proposed Class A3 occupier and noting that there are risers in the floorplan that might enable extraction, the possibility has not been explored in detail at this stage. Instead the applicant points to the practice of extracting at fascia level elsewhere on the Beaufort Park site. Also, that they maintain management control across the site to be able to address any issues if they were to arise in the longer term. Therefore, whilst there is a potential landuse conflict between the extraction requirements of a future Class A3 unit and the amenity of residential flats above, it is considered to be sufficiently mitigated having regard to the particular circumstances of this case. The environmental health team confirm that it is not necessary to insist on venting through risers/voids or alternatively, to require the deletion of the Class A3 use from the application. The council's environmental health team have recommended appropriately worded conditions requiring any future extraction scheme to be approved and maintained, if the council is minded to approve the application.

In regards to microclimate (wind) conditions, the changes to the external elevations are not considered to alter air movement and wind conditions compared to the previously approved scheme, it being noted that soft landscape planting is likely to have an ameliorating effect at ground floor and podium level. Also, a similar ameliorating effect is likely for balconies as facilitated by their solid (glass) balustrading.

#### Daylight, sunlight and overshadowing

The application is supported by a BRE daylight, sunlight and overshadowing assessment produced by Anstey Horne consultants which considers the proposed block D. A separate report prepared as part of the reserved matters application considers the impact to neighbouring blocks. Together, the reports consider the relative difference in impact between the approved and proposed scheme in terms of daylight, sunlight and overshadowing for the following:

- Neighbours i.e. C-block (not yet constructed), E-block (Occupied); F-block (not yet constructed);
- Future occupiers of the subject application D3 to D8;
- The shadowing effect to the communal amenity podiums; and
- The shadowing effect to the principal; public amenity space, the square.

The following tests were undertaken:

- Vertical Sky Component (VSC) – A measure of the amount of skylight available at the centre of a habitable room window and also, the amount of direct skylight received inside the corresponding habitable room. The BRE guide states that daylighting may be affected if the VSC calculation is less than 27% or less than 0.8 times its former value;
- Daylight Distribution (DD) – A measure that calculates the amount of area of a habitable rooms which receives direct skylight and how much

does not. The BRE guide recommends that the minimum DD values should be achieved for bedrooms (1%), living rooms (1.5%) and kitchens (2%);

- Annual Probable Sunlight Hours (APSH) – Is a measure of the average number of hours per year in which direct sunlight is received by a window. The BRE guide states that rooms may be affected if they receive less than 25% APSH for the year and 5% APSH for the winter;
- Average Daylight Factor (ADF) – Is a measure of the daylight received inside a habitable room. The BRE guide recommends that the minimum ADF values should be achieved for bedrooms (1%), living rooms (1.5%) and kitchens (2%); and
- Shadowing: The BRE guide recommends that at least half the area of an amenity space should receive at least 2hrs of sunlight on the equinox (21 March).

The results were as follows:

- VSC: Of the 410 neighbour windows tested, 400 (98%) comply whilst the remaining 10 (2%) may notice a change in the level of lighting;
- DD: Of the 416 neighbour windows tested, 108 (26%) comply whilst the remaining 308 (74%) may notice a change in the level of lighting;
- APSH: Of the 337 neighbour windows tested, an additional 9 windows (3%) annually and 15 windows (4%) in the winter months would notice a reduced level of light in the proposed scheme when compared to the consent;
- APSH: Of the 6 and 60 windows tested in the consented and the proposed blocks D3-D8 respectively, and noting a 50% pass rate across the year and 100% pass rate for the winter months in the consented scheme, for the proposed scheme across the whole year 21 (35%) comply whilst the remaining 39 (65%) may notice a change in the level of lighting across the whole year. In respect of winter months for the proposed scheme, 17 (28%) comply whilst the remaining 43 (72%) may notice a change in the level of lighting;
- ADF: Of the 416 neighbour windows tested, 97 (23%) comply whilst 319 (77%) may notice a change in the level of light. Although, in the case of rooms which don't comply, the reduction in daylight receiving compared to the approved scheme is very minor in practice;
- ADF: 49 and 54 rooms were tested in the consented and proposed D-block scheme respectively. Compared to the approved scheme an additional 12 (22%) would receive less light than the BRE criteria in the proposed scheme;
- Shadowing – the podium: Although, there would be an increase (11.8%) in overshadowing as a consequence of the proposed scheme, over the minimum area (56.78%) would receive the required amount of sun;
- Shadowing – the square including proposed D3-D8 open space extension: An increase (3.31%) in the amount of area receiving the required amount of sun with the majority of the space receiving sun (71.59%);



Based on the results of the above tests, the proposed scheme will not result in significant change in the available light for neighbours or for the square when compared to the extant reserved matters approved that is already in place. However, there would be a reduction in light for occupiers of the subject blocks D3 to D8 as well as an increase in the shadowing of the podium amenity courtyards as compared with the consent scheme. On balance, the scheme is considered to be acceptable and not significantly different to the level of light and shadowing of the approved scheme.

Furthermore, it should be noted that the Building Research Establishment (BRE) document is intended as a guide which is reflective of expectations for daylight, sunlight and overshadowing levels in a conventional suburban context. Therefore, it would be unreasonable to strictly apply the guidance in this case, given the site is within a London Plan Opportunity Area which is intended to undergo transformation to deliver a substantial proportion of the housing growth in the Colindale area in accordance with the CAAP.

#### Construction impacts

The construction of these blocks is not considered to give rise to any new, different or cumulative impacts compared with any phase of the outline. Notwithstanding, the impacts of construction will be mitigated through the construction management plan required by condition if the council is minded to approve the application.

### **3.7 Transport, highways and parking**

The NPPF 'sustainable development' imperative involves amongst other things, improvements to conditions for travel (para 9) as well as actively managing patterns of growth to make the fullest possible use of public transport, walking and cycling (para 19). Sustainable development is the focus of London Plan Chapter 4 'Promoting Sustainable Transport'. The importance of the transport and parking implications of development, particularly the appropriate approach for Outer London is addressed in London Plan 2011 policy 2.8 and generally in Chapter 6 'London's Transport' including policies 6.3, 6.9, 6.10 and 6.13. In addition, Barnet Core Strategy DPD 2012 Policy CS9, Development Management Policies DPD 2012 policy DM17 and CAAP policies 3.1, 3.2, 3.5 and 4.2.

#### Relationship to the 2005 outline consent

At the time of the outline application, the transport, highway and parking implications of the entire development including cumulative effects, were considered in the Transport Assessment. As such, the scale and effect of traffic generation, traffic movement and levels of car parking as well as the impact on public transport and measures to connectivity and permeability for cyclists and pedestrians were all considered. Various conditions of approval deal with construction vehicle access (Condition 12), travel plan coordination and strategy (Condition 13), waste storage collection (Condition 38), and Construction management (Conditions 39 & 40).

This left the detailed provision for individual blocks to be considered at reserved matters stage, for which condition 11 specifies the relevant considerations. Relevant considerations include the design and number of parking areas (cars, motorcycles, bicycles) as well as servicing arrangements including loading bays and waste storage and collection. Also, the design of the routes, movement and safety of routes through and around these blocks.

### Current application

It should be noted that in transport aspects such as the layout and points of access, the current proposal for an additional 237 units is the same as the consented scheme. However, it is different with respect to the cumulative effect upon traffic generation and the amount of parking and servicing area required. Key aspects are discussed in more detail below. The potential impact has been assessed in detail in Chapter 5 of the ES which is submitted in support of the application. The ES has considered the daily trip generation of the scheme and the effect of pedestrian movements, cycle infrastructure, public transport and the surrounding road network. The ES has also assessed the potential transport impact during the construction period. In terms of mitigation, the ES includes a draft Travel Plan which seeks to promote sustainable transport choices and reduce the reliance on car based trips.

### Vehicular routes, movement and safety

In respect vehicle movements, the modelling in the ES has considered committed development and proposed development up to year 2026. A total of 12 links were modelled, namely; Edgware Road (north of Colindale Avenue), Colindale Avenue (south), Colindale Avenue (north), Grahame Park Way, Aerodrome Road, Greyhound Hill, Watford Way, Edgware Road (south of Colindale Avenue), Colindeep Lane, Aerodrome Road (east), Aerodrome Road (west) and Aviation Drive. The modelling demonstrates that the majority of links experience an increase of less than 0.5%. The exception is Aviation Drive which will experience an increase in trips of 16% in the AM and 14% in the PM. Although, modelling committed development in the area to year 2026, the actual (cumulative) affect to trip numbers is minor.

In addition to the assessment of flows, the ES has modelled the affect to the following junctions:

- Aviation Drive / Aerodrome Road
- Grahame Park Way / Aerodrome Road / Colindale Avenue / Eagle Drive roundabout
- Aerodrome Road / Watford Way / Greyhound Hill signal junction

The modelling demonstrates that with the proposed development to year 2026 being included that there will be negligible effect to the flow capacity through the junction and also to queue lengths on all the junctions modelled.

### Public transport impacts

The ES has considered the effect upon the London Underground and on the

bus network in the AM and PM peaks, broken down into arrivals into the development ('Inbound') and departures from the development ('Outbound').

In regards to the underground, the greatest number of one-way trips generated by the scheme in both the AM and PM peaks is 59 outbound trips, travelling south in the AM peak i.e. people from the development coming to the station and heading into town. This equates to 0.4% of the capacity of the Northern Line and therefore is considered to be a negligible impact.

In respect of the bus network, routes servicing the development include the 113 (Edgware Station – Marble Arch), 186 (Harrow – Brent Cross Shopping Centre), 204 (Sudbury Town – Edgware Station) and 303 (Colindale Asda – Edgware Station), the effects on which have been considered as part of the assessment of the ES. The number of trips attributable to the development is very few, between 0-3 trips. The only exception is for the No. 204 heading south in the AM peak where there are 5 outbound trips predicted. The effect of the development on bus capacity is negligible.

#### Pedestrian and bicycle routes, movement and safety

The detailed design of blocks D3 to D8 allows for ground floor treatments that maintain suitable pedestrian footways to enhance connectivity. The ES confirms that there is ample capacity on footpaths to accommodate the additional walking trips in the AM and PM peaks. The ES demonstrates that there will be very few bicycle trips attributable to the scheme. Therefore there is negligible effect posed by the development on the surrounding area. In general the pedestrian environment within Beaufort Park and along Aerodrome Road includes suitable soft landscaping, mature tree planting and the provision of bicycle stands. These provisions are made whilst not compromising on necessary ground floor amenity terraces for flats as well as intervening defensible planting.

Inside the parking areas, appropriate arrangements are made for both pedestrians and cyclist circulation areas to points of access and egress.

#### Servicing and parking provision

The following various provisions are made for servicing and parking:

- Servicing: The ground floor plan shows two servicing bays and an appropriately worded condition is recommended to secure this provision;
- Car parking: 157 undercroft parking spaces and 9 external spaces would be allocated to Buildings D3 to D8. The remaining spaces to be delivered in block D would be allocated to Buildings D1 and D2. The parking provision equates to a ratio of 0.7:1 for this application for Buildings D3 and D8 which is in line with the wider Beaufort Park Development and the Colindale AAP;
- Motorcycle parking: Although there is no Barnet criteria for motorcycle parking, 25 spaces are set aside at ground and first floors for this purpose; and
- Bicycle parking: A total of 395 spaces are proposed in secure stores

(plus 8 bicycle stands for visitors in the street). The amount of cycle parking provision is considered to be an appropriate level of provision in line with the details agreed through the Travel Plan for the outline planning permission. However, there are concerns about the current style of racking system. The type of cycle stands recommended are Sheffield or Josta varieties which are much easier and convenient for cyclists of all abilities to use, thereby encouraging the uptake of cycling as compared to the racking system initially proposed in the application. The design for the bicycle stores to make manoeuvring bicycles easy and convenient given the revised stand type will be necessary. An appropriately worded condition is recommended to secure this revised provision.

Subject to conditions of approval from the council's highways officer, the arrangements for servicing, car parking, motorcycle parking and bicycle parking will be suitably accommodated in the sub-ground, ground and first floor parking areas behind the building line and underneath the podium. No issues are identified with the ramp or layout subject to a condition for the detailed design to be agreed.

### Construction Phase

The ES has sought to consider the potential impacts on the surrounding network during the construction phase. Along with controlling the vehicles using the site and the routes they take, parking and traffic management measures to be agreed with the council will be implemented. As well as the control of the timing and consolidation of deliveries to minimise the impacts to the network, wheel-washing and other measures to protect the surrounding streets from site debris will be implemented. Based on the implementation of the mitigation measures as agreed with the council through the construction management plan condition, the effects on the functioning of the local transport network will be negligible.

### **3.8 Waste and Recycling**

Although the NPPF does not contain specific waste policies, it does state that part of the environmental dimension to 'sustainable development' is waste minimisation (para 7). As part of London Plan 2011 Chapter 5 'London's Response to Climate Change' policy 5.17 seeks suitable waste and recycling storage provision in new developments as does the Barnet Core Strategy DPD 2012 policy CS14 which also promotes waste prevention, reuse, recycling, composting and resource efficiency over landfill. This is reiterated by CAAP policy 6.6.

#### Relationship to the 2005 outline consent

The outline consent includes condition 38 requiring the approval of the storage and collection arrangements for waste and recycling before occupation.

For the Beaufort Park development, a management company is responsible

for transporting the waste and recycling bins from the individual storage rooms at the ground floor of each block to a central collection point in block A. At this central point there is the opportunity for compaction of waste in advance of collection by LB Barnet Waste or other 3<sup>rd</sup> party handler.

#### Current application

The current proposal will utilise this existing waste storage and handling arrangement. Storage rooms are located at ground floor. A chute system will enable convenient disposal of refuse however, recyclables (paper, glass, metals and plastics) need to be taken down to the storage rooms by residents. The storage rooms are distributed throughout the ground floor in locations convenient to the core access for each block. The management company would then be responsible for moving the 1100 Litre Eurobins out of the storage rooms and transporting them to the central location of A-block for collection day.

In addition, the applicant indicates that kitchens would provide the facility for waste/recycling separation with individual containers for different wastes housed in an accessible cupboard.

### **3.9 Energy, Sustainability, and Resources**

London Plan Policy 5.2 requires development proposals to make the fullest contribution to minimising carbon dioxide emissions in accordance with the following energy hierarchy:

- Be lean: use less energy
- Be clean: supply energy efficiently
- Be green: use renewable energy

London Plan Policy 5.2 'Minimising Carbon Dioxide Emissions' requires all residential developments to achieve a 40% reduction in carbon dioxide emissions on 2010 Building Regulations. The London Plan Sustainable Design and Construction SPG 2014 updated this target of 35% on 2013 Part L Building Regulations. Policy 5.3 of the London Plan goes on to set out the sustainable design and construction measures required in developments. Proposals should achieve the highest standards of sustainable design and construction and demonstrate that sustainable design standards are integral to the proposal, including its construction and operation. The Further London Plan Chapter 5 policies detail specific measures to be considered when designing schemes including decentralised energy generation (Policies 5.5 and 5.6), renewable energy (Policy 5.7), overheating and cooling (Policy 5.9), urban greening (Policy 5.10), flood risk management and sustainable drainage (Policies 5.13 and 5.15).

Local Plan policy DM01 states that all development should demonstrate high levels of environmental awareness and contribute to climate change mitigation and adaptation. Policy DM04 requires all major developments to provide a statement which demonstrate compliance with the Mayor's targets for reductions in carbon dioxide emissions, within the framework of the Mayor's energy hierarchy. Proposals are also expected to comply with the guidance set out in the council's Supplementary Planning Documents (SPD)

in respect of the requirements of the Code for Sustainable Homes.

#### Relationship to the 2005 outline consent

An on-site energy centre was not proposed as part of the original outline consent and the development preceded any decentralised energy system availability in the Colindale area.

Condition 37 of the outline consent requires the residential component of the scheme to achieve a 'very good' BRE Eco-homes standard.

Further sustainability-related matters formed conditions of approval of the outline, including on-site drainage works and surface water management (conditions 9 and 10).

#### Current application

The application is supported by an Energy Strategy and a Sustainability Statement both of which are produced by Hodkinson. Supplementary information was provided by Hodkinson in response to the GLA Stage 1 report.

The Sustainability Statement appendices include a Code for Sustainable Homes preliminary assessment to demonstrate that the scheme is capable of achieving the 'Level 4' target. Although, the BREEAM preliminary assessment only achieves a 'Very good' level, St George acknowledge that policy 6.3 of the Colindale Area Action Plan requires 'Excellent', and agree to achieve this in blocks D3 to D8. Both CFSH and BREEAM will be conditioned if the council is minded to approve the application.

In respect of the Mayor's energy hierarchy, the following measures are to be incorporated into the scheme according to the Hodkinson Energy Statement:

#### *Be lean:*

- Insulation: enhanced insulation for walls, roof, floor and glazing to achieve U-values better than Part L
- Air tightness and ventilation:
  - to conform to Part L with the design to reduce the need for heating requirements
  - utilising Part L & F compliant mechanical ventilation and heat recovery systems
  - Openable windows to enable natural ventilation
- Thermal bridging: minimising heat loss through conductive elements of the building construction e.g. metal studs
- Space heating and summer overheating:
  - Minimising the need for artificial measures through the design to make savings through solar gain in winter and minimising overheating in summer i.e. balcony design and location that enables sun penetration during winter months when it is lower in the sky and shading in summer when the sun is higher in the sky

- Providing an efficient central source of heat through a CHP, most likely to be gas fired
- Openable windows
- If mechanical cooling is required for non-residential floorspace this will be provided through high efficiency chillers
- Comfort cooling:
  - Dwellings without comfort cooling will have an MVHR system which still achieves Level 4 CFSH
  - Dwellings with comfort cooling represent only 10% of the dwellings which will utilise the MVHR system to save energy.
- Hot Water:
  - Hot water cylinders in each dwelling will be fed by the centralised energy system with measures to minimise heat loss through the network
  - Incentives in the form of charging for heat rather than a flat rate charge
- Lighting:
  - Energy efficient lighting proposed throughout
  - Lighting controls for non-dwelling areas

*Be clean:*

- A CHP (gas fired) servicing both the D3 to D8 as well as D1 and D2 blocks as confirmed by St George through the application negotiations
- Provision for future connection to future Networks in the Colindale area as confirmed by St George through the application negotiations.

The measures will result in a CO2 reduction of 35% against 2013 Part L of the building regulations. This addresses the minimum requirements of the hierarchy and supported by the GLA. Although the applicant was encouraged to consider further initiatives such as photovoltaics ('be green') in light of London Plan policy which seeks the "*fullest*" contribution to minimising carbon dioxide emissions, this would have a cost implication given that viability is already an issue for this application. Furthermore, the applicant is making an alternative contribution in the form of brown (ecological) roofs which contribute and energy efficiency ('Be lean') value and a biodiversity value.

In addition to the above measures, the Hodkinson Sustainability Statement refers to further measures as follows:

- Energy efficient white goods
- User guides for occupiers
- Water reduction
- Sustainable materials selection
- Flood risk minimisation and drainage (it being noted that the site is not identified as being in an area of flood risk, with the provision of landscaped areas and ecological roofs mitigating the levels of run-off from the site and it's drainage system)
- Waste management practices
- Sustainable transport measures
- Ecological enhancements

- Construction stage impact mitigation measures

The measures are appropriate to the development and acceptable, contribute to CO2 reductions, a more sustainable form of development and climate change mitigation in accordance with the abovementioned policies and guidance.

### **3.10 Landscaping and biodiversity**

The 'sustainable development' imperative of NPPF 2012 includes enhancing the natural environment and improving biodiversity (para 7). London Plan 2011 policy 7.19 states that development proposals, where possible, should make a positive contribution to the protection, enhancement, creation and management of biodiversity. Barnet Local Plan policy DM16 states that when it is considering development proposals the council will seek the retention, enhancement or creation of biodiversity.

#### Relationship to the 2005 outline consent

'Landscaping' is a reserved matter with the detailed design of future landscaping and tree protection further controlled by conditions 22, 23 and 24. In addition, open space and playspace provision are controlled by conditions 25 and 26.

Although the Beaufort Park site is not identified as a Site of Importance for Nature Conservation (SINC) nor are there any species of importance identified, condition 34 requires a bat roost survey before any demolition as a precaution.

#### Current application

Along with brown (ecological roofs), the scheme contributes areas of soft landscaping, including mature tree planting which could contribute towards enhancing biodiversity subject to the selection a suitable indigenous species.

The communal podium amenity space is made up of mostly soft landscaping, including lawn herbaceous planting areas, with pathways and seating areas in between.

At ground floor, 1000sqm of additional publicly accessible amenity space is being created, the majority of which is composed of soft landscaping. In addition, all street frontages have soft landscape areas which include mature tree planting. This is in addition to the provision of the public square and other landscaped areas of the site which make a contribution to biodiversity.

### **3.11 CIL and Planning Obligations**

#### S106 obligations & viability

Policy CS15 of the Barnet Local Plan states that where appropriate the Council will use planning obligations to support the delivery of infrastructure, facilities and services to meet the needs generated by development and mitigate the impact of development.



The financial viability of the scheme has been independently reviewed. In the course of pre-application negotiations, the council considered on an exceptional basis an off-site contribution towards affordable housing provision on the Grahame Park site to facilitate the decant of the concourse. However, this possibility fell away and the proposal reverted to an on-site provision which is the preferred approach according to council's policies and guidance for affordable housing provision.

The application was submitted with 21% affordable housing (41 Affordable rent and 9 shared ownership) and following negotiations has been increased to 33% based on habitable rooms (42 affordable rent and 28 shared ownership) with a 60/40 split in favour for the affordable rent tenure, based on units in line with local policy. This is considered to be the maximum that the scheme can afford. Nevertheless, a positive review clause will be secured as part of the planning agreement to capture any additional value if the viability of the scheme improves. This approach is supported by the LB Barnet housing officer.

In accordance with development plan policies and the Council's supplementary planning documents the following obligations are required to be secured through a legal agreement with the developer:

- Legal Professional Costs Recovery
- Enforceability
- Affordable housing
- Affordable Housing review mechanism
- Construction training
- Apprenticeships
- Bus stop contribution
- Travel Plan (Residential)
- Travel Plan Monitoring Contribution

In addition to the above obligations to mitigate the impacts of the scheme, the council and consultees have sought to raise wider considerations of the Colindale area which have an interaction with the development and sustainable development principles. In recognition of those wider issues the applicant has sought to make the following additional contributions:

- In-kind provision of healthcare facility floorspace for a temporary period of 10 years: This will assist in addressing the more immediate need for NHS healthcare facility floorspace in the Colindale area as well as facilitating the transition to permanent facilities which the council is seeking to secure as part of developments coming forward in the area. It also addresses the needs of the occupiers of Beaufort Park. It is noted that the planning agreement for the 2005 outline consent made provision to secure Primary Care Trust (PCT) floorspace on site. However, it never eventuated as the PCT was unable to take up the opportunity at that time and the obligation fell away. Whilst there is a private surgery on site which affords some sort of relief, it does not fully mitigate the need on this site and offset the pressure to NHS

healthcare facilities in the wider Colindale area. Therefore, the current measure being offered by St George is very welcome; and

- Financial contribution towards Colindale tube station upgrade: The planning agreement secured with the 2005 outline consent included a contribution for £250k towards design development and improvements to Colindale station. A portion of the monies has been paid towards design development which is on-going. The balance will be due when there is a committed proposal commenced. Since the outline, there has been additional flats approved at Beaufort Park (190 in place of the relocated watch tower) as well as the current application which would contribute a further 237 units. Although, there is not a significant, direct impact posed by the subject application (0.4% at peak hours), it should be noted that the increased development and population in Colindale will impact on station capacity and any negative impacts will affect occupiers of developments like Beaufort Park. Taking into account the additional units since the outline approval, St George is prepared to offer a pro-rata contribution (£56,200) based on other recent applications in the area for station improvements. This method of calculating the offer is considered reasonable. TfL agreed to accept the lower figure having regard to the transport related contributions that have already been secured as part of the wider Beaufort Park development as well as balancing other s106 priorities (i.e. affordable housing) and the financial viability of the scheme.

It should be noted that any repairs to the public highway due to damage during the construction phase as well as any highways improvements are a separate matter pursuant to s278 of the Highways Act.

These obligations as well as the mitigation secured through various conditions of approval will mitigate the impacts of the scheme, thereby making it acceptable. Other impacts not mitigated through s106 or conditions are related to infrastructure improvements, whose mitigation is through the CIL mechanism.

### Mayoral CIL

Pursuant to the Table 3: Mayoral CIL Charging Rates of the Mayor's April 2013 SPG 'Use of planning obligations in the funding of Crossrail, and the Mayoral Community Infrastructure Levy', a flat rate charge of £35 applies to LB Barnet. Allowing for indexation, the latest estimate of the CIL liability is **£1,199,912.22** based on the floorspaces proposed as part of the application. It should be noted that this is an estimate only and CIL is calculated at the time it becomes chargeable, which is at commencement of development. This estimate excludes the calculation of any CIL relief which may be sought on affordable housing.

### LB Barnet CIL

Pursuant to the LB Barnet Planning Obligations SPD, the CIL charging rate is £135 per sqm. In the case of Barnet's CIL, ancillary car parking space is not

chargeable (SPD Para 2.2.14). Allowing for indexation, the latest estimate of the CIL liability is **£3,519,648.88** based on the floorspaces proposed as part of the application. It should be noted that this is an estimate only and CIL is calculated at the time it becomes chargeable, which is at commencement of development. This estimate excludes the calculation of any CIL relief which may be sought on affordable housing.

As noted in SPD para 2.2.11, the purpose of Barnet's CIL is to secure capital funding to help address the gap in funding for local infrastructure. The money raised by Barnet's CIL will be used to pay for infrastructure required to mitigate the impact of development across the Borough.

It should be noted that in respect of the potential infrastructure impacts attributable to this scheme which might otherwise be mitigated through the use of CIL, the ES Chapter 8 'Socio Economics' indicates that there would be negligible effect to education and healthcare provision. Also, that adequate provision of public amenity space including playspace has been made within the development. In relation to transport, ES Chapter 5 states that the effect of the scheme on the London Underground, the bus network and the effect of private cars on the network is negligible

#### **4. EQUALITY 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; and
- sexual orientation.

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

The site is accessible by various modes of transport, including by foot,

bicycle, public transport and private car, thus providing a range of transport choices for all users of the site.

24 (10%) of flats will be wheelchair adaptable.

The development includes level, step-free pedestrian approaches to the main entrances to the building to ensure that all occupiers and visitors of the development can move freely in and around the public and private communal spaces.

17 dedicated parking spaces for people with a disability will be provided in locations convenient to the entrances to the parking area.

The proposals are considered to be in accordance with national, regional and local policy by establishing an inclusive design, providing an environment which is accessible to all.

## **7. CONCLUSION**

This application is for a scheme of 237 residential units as well as 357sq.m of flexible floorspace at ground floor. Although the layout, bulk, size, scale, massing and uses reflect the previous reserved matters approval for this section of Block D which was approved in 12.11.2009 (ref: H/02713/09), the detailed design is different and is for units over and above what was approved as part of the 2005 outline consent. This situation has arisen because the outline approval for Beaufort Park development for 2800 residential units was a best estimate at the time and the subsequent detailed design of blocks at reserved matters stage has been more efficient. Hence the need for the blocks D3 to D8 to be submitted as a full application. Whilst there are aspects of the proposal that have recently been approved as part of the reserved matters, the consideration of this application is made afresh including the assessment of potential additional and cumulative impacts associated with the increase in dwellings.

It is noted that the remaining units that can be built out under the outline consent are in blocks D1 and D2 which are currently being considered as a reserved matters application (Ref: 14/07066/RMA).

The proposal constitutes EIA (Environmental Impact Assessment) development and is supported by an ES (Environmental Statement) to consider the impacts of the scheme, having regard to the surrounding context and cumulative effects of development in the area.

The principle of the development and land uses accords with policies and guidance including the Colindale Area Action Plan (CAAP) and 2005 outline approval for Beaufort Park. In respect of density, although exceeding the nominated London Plan density range, this is balanced against the design quality, the quality of the residential environment created as well as the London Plan policy approach which seeks to 'optimise' the level of housing achieved. As such, the density is considered acceptable, it being noted that

the GLA is supportive of the scheme in this regard.

In respect of housing quality, a high quality development is proposed, with a mix of units reflecting LB Barnet priorities for family sized accommodation. All the accommodation meets the required standards for minimum floorspace as well as Lifetime Homes and wheelchair housing and amenity space provision.

In respect of design, extensive pre-application discussions have formed the basis of the revised scheme. The design reflects the evolution and progress of improvement to the composition, materials and detailing in the 10 years of construction. The height, bulk, scale, massing and layout reflect the previous reserved matters approval for D-block whilst the appearance of the facades is consistent with the recent reserved matters approvals issued for Blocks C and F. The Townscape and Visual assessment contained within the ES demonstrates that the proposal is no more or less prominent or recessive when viewed from the surrounding area. Also, there is an improvement to appearance of the building as shown in the CGIs from Aerodrome Road and within the development.

In respect of amenity for neighbours and occupiers, there are no privacy, overlooking or outlook impacts. Relationships do not involve any direct habitable room window-to-window relationships with less than a 21m separation. Privacy screens, fencing and landscaping borders will maintain privacy for the balconies and private amenity terraces of the residential dwellings. Any potential noise and air quality impacts associated with mechanical plant on site are mitigated by appropriately worded conditions from the council's environmental health team. The effect on levels of daylight, sunlight and overshadowing are not significantly different to the levels previously approved in the reserved matters application, albeit there would be reduced levels of light for the future occupiers on lower floors and additional overshadowing of the podium courtyard. Nonetheless, the scheme is considered acceptable given it is not significantly different to the previous reserved matters approval and is appropriate in the context of this application, having regard to the BRE guidance. Potential impacts during the construction phase will be mitigated by the requirement for a construction management plan to be agreed in advance with the council.

In respect of transport, the ES demonstrates that the scheme will not pose any significant impact on the functioning of the surrounding highway network, including roads and junctions. The proposal does not pose any significant impact to the London Underground nor to bus services. The surrounding area can accommodate the increase pedestrian footfall and cycling associated with the development. The scheme makes adequate provision for servicing and visitor parking as well as proposing sufficient resident car parking with a ratio of 0.7 which is consistent with the site wide parking ratio approved by the council. Adequate provision is also made towards accessible car parking, active and passive electric car charging points. Adequate provision is made for bicycle parking (subject to consideration of Sheffield and Josta stand types) and waste and recycling storage and collection. The scheme includes planning contributions towards bus stop improvements, London Underground

station improvements as well as a green travel plan to encourage the uptake of more sustainable modes of transport.

It is noted that TfL have requested a larger contribution (£250k) than has been offered by the applicant. However, the applicant's offer of £56,200 is considered reasonable and proportionate to the application and reflects the contributions already made by the wider Beaufort Park development and the individual circumstances of this application, including its limited direct impact on the Underground, the need to secure other priority contributions such as affordable housing and the financial viability of the scheme.

In respect of energy and sustainability, a comprehensive package of measures are proposed which addresses the Mayor's energy hierarchy. The initiatives include an on-site energy centre and will result in a 35% reduction in CO2 emissions, which is considered to be maximum saving achievable. In addition the scheme will achieve CFSH (Code for Sustainable Homes) Level 4 and BREEAM 'Excellent' will also be required by condition.

In respect of landscaping and biodiversity, the scheme makes provision for soft landscaping, including an additional 1000sqm of publicly accessible space adjacent to the square, as well as the podium level communal space and other soft landscaped areas at ground floor along the street edge. The scheme also includes ecological (brown) roofs and provision for bat and bird boxes which will be secured by condition.

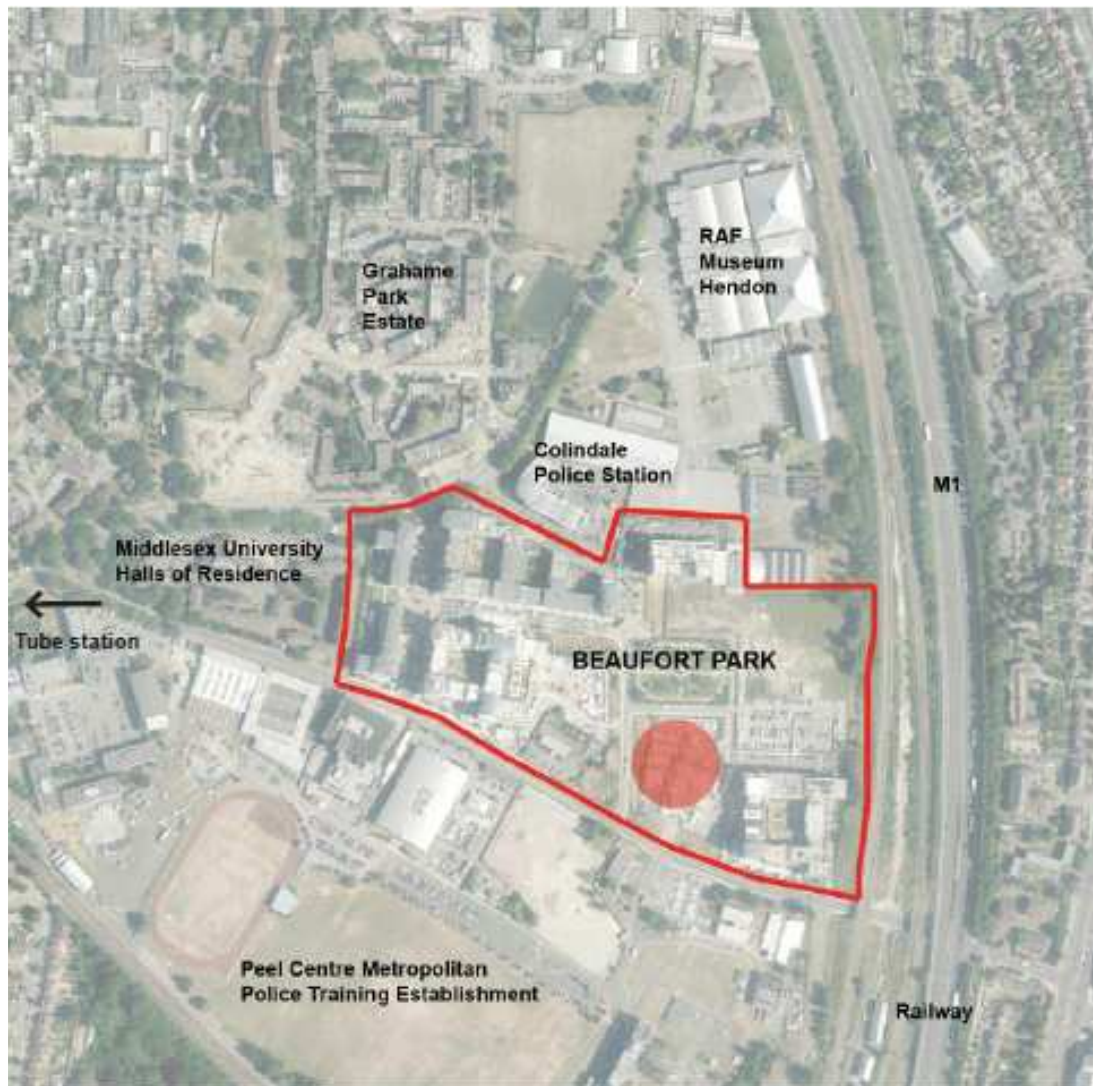
In respect of planning obligations, this will include Affordable housing, transport, employment and training and monitoring contributions. Over and above the mitigation of direct impacts of this scheme, the applicant has agreed additional contributions in recognition of the wider area context and sustainable development. The contributions take the form of an in-kind provision of floorspace on-site for a healthcare facility and a financial contribution towards the Colindale Underground station upgrade. The application has been the subject of an independent viability appraisal and the package of planning contributions including the affordable housing is considered the maximum that the scheme can afford. Given the level of affordable, the planning agreement will include a positive review clause to capture additional contributions if the viability of the scheme improves in the future.

In addition to the s106 planning obligations, the scheme attracts a Mayoral and Barnet CIL (Community Infrastructure Levy) charge. This is chargeable and calculated at the time it is payable which is upon commencement.

In summary, a high-quality, residential-led scheme is proposed which reflects the adopted policy and guidance as well as development established by the 2005 outline permission, whilst posing no significant additional, cumulative impacts as a consequence of the increased number of dwellings. The scheme is recommended for approval, subject to Stage II referral to the Mayor, the s106 planning obligations and appropriately worded conditions.

## APPENDIX 1: PLANS OF THE PROPOSED DEVELOPMENT

### Site layout and context as proposed



## APPENDIX 2: INFORMATIVES

1. A summary of the development plan (London Plan 2011, Barnet Core Strategy 2012 and Development Management Policies DPD 2012) policies relevant to this decision is set below:

### **The London Plan (2011)**

- 1.1 (Delivering the strategic vision and objectives for London)
- 2.2 (London and the wider metropolitan area)
- 2.6 (Outer London: vision and strategy)
- 2.8 (Outer London: transport)
- 2.13 (Opportunity Areas and Intensification Areas)
- 2.18 (Green Infrastructure: the network of open and green spaces)
- 3.2 (Improving health and addressing health inequalities)
- 3.3 (Increasing housing supply)
- 3.4 (Optimising housing potential)
- 3.5 (Quality and design of housing developments)
- 3.6 (Children and young people's play and informal recreation facilities)
- 3.7 (Large residential developments)
- 3.8 (Housing choice)
- 3.9 (Mixed and balanced communities)
- 5.1 (Climate change mitigation)
- 5.2 (Minimising carbon dioxide emissions)
- 5.3 (Sustainable design and construction)
- 5.6 (Decentralised energy in development proposals)
- 5.7 (Renewable energy)
- 5.9 (Overheating and cooling)
- 5.10 (Urban greening)
- 5.11 (Green roofs and development site environs)
- 5.12 (Flood risk management)
- 5.13 (Sustainable drainage)
- 5.14 (Water quality and wastewater infrastructure)
- 5.15 (Water use and supplies)
- 5.17 (Waste capacity)
- 5.21 (Contaminated land)
- 6.1 (Strategic approach)
- 6.3 (Assessing effects of development on transport capacity)
- 6.7 (Better streets and surface transport)
- 6.9 (Cycling)
- 6.10 (Walking)
- 6.13 (Parking)
- 7.1 (Building London's neighbourhoods and communities)
- 7.2 (An inclusive environment)
- 7.3 (Designing out crime)
- 7.4 (Local character)
- 7.5 (Public realm)
- 7.6 (Architecture)
- 7.7 (Location and design of tall and large buildings)
- 7.8 (Heritage assets and archaeology)
- 7.13 (Safety, security and resilience to emergency)



- 7.14 (Improving air quality)
- 7.15 (Reducing noise and enhancing soundscapes)
- 7.18 (Protecting local open space and addressing local deficiency)
- 7.19 (Biodiversity and access to nature)
- 7.21 (Trees and woodlands)
- 8.1 (Implementation)
- 8.2 (Planning obligations)

### **Core Strategy DPD (2012)**

Policies CS 'NPPF - National Planning Policy Framework – Presumption in favour of sustainable development',

CS1 (Barnet's place shaping strategy - protection, enhancement and consolidated growth - the Three Strands Approach)

CS3 (Distribution of growth in meeting housing aspirations)

CS4 (Providing quality homes and housing choice in Barnet)

CS5 (Protecting and enhancing Barnet's character to create high quality places)

CS7 (Enhancing and protecting Barnet's open spaces)

CS8 (Promoting a strong and prosperous Barnet)

CS9 (Providing safe, effective and efficient travel)

CS12 (Making Barnet a safer place)

CS13 (Ensuring the efficient use of natural resources)

CS14 (Dealing with our waste)

CS15 (Delivering the Core Strategy)

### **Development Management Policies DPD (2012)**

DM01 (Protecting Barnet's character and amenity)

DM02 (Development standards)

DM03 (Accessibility and inclusive design)

DM04 (Environmental considerations for development)

DM05 (Tall buildings)

DM06 (Barnet's heritage and conservation)

DM08 (Ensuring a variety of sizes of new homes to meet housing need)

DM10 (Affordable housing contributions)

DM15 (Green belt and open spaces)

DM16 (Biodiversity)

DM17 (Travel impact and parking standards)