

LOCATION: Buildings D1 & D2, Beaufort Park, Aerodrome Road, NW9

REFERENCE: 14/07066/RMA **Received:** 28 Nov 2014
Accepted: 04 Dec 2014

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

APPLICANT: St George Central London Ltd

PROPOSAL: 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

APPLICATION SUMMARY

The application is to consider the reserved matters 'design', 'external appearance' and 'landscaping' for blocks D1 and D2 comprising 142 new homes pursuant to condition 6 of planning permission W/00198/AA/04 dated 08/04/05. Previous reserved matters approvals exist for this plot. Compared with the previous reserved matters approval the key changes are to the external appearance and associated adjustments to the internal layout.

In April 2005 Outline Planning Permission (Ref W00198AA/04) was granted for the residential-led mixed use redevelopment of the former RAF East Camp site (now known under the development name of Beaufort Park), following completion of a Section 106 Agreement. 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 former Listed Watch Tower building which was relocated to the RAF Museum directly to the north of the development. Consequently, the total number of homes approved at Beaufort Park is 2,990 with 8,649sqm of non-residential floorspace.

The outline permission established an overall masterplan 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 occupied whilst several are presently being constructed. The development is now close to being 50% complete.

Reserved Matters for Block D were previously approved on 12.11.2009 (ref: H/02713/09). In the Reserved Matters approval, Blocks D1 and D2 consisted of 148 homes. The change in unit numbers in the current application is due to design and layout changes.

The current application represents the next substantive phase of the Beaufort Park development which is a key development site in the Colindale area. The details submitted are considered to be in accordance with the parameters

established by the 2005 outline consent including the EIA. The design would provide a high quality residential environment with an improved appearance compared to earlier phases and yet, still contributing to a cohesive character for the site overall. No significant new, additional or cumulative impacts are identified including any potential impacts to the amenity of neighbours or future occupiers. Nor are there any impacts identified in transport and parking terms. The scheme also makes provision for waste and recycling, as well as energy efficiency/sustainability and landscaping/biodiversity. The application is recommended for approval subject to appropriately worded conditions.

RECOMMENDATION

Approve the application subject to conditions:

1. Approved plans

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

Drawing Title	Drawing Number	Rev No.
Proposed sitewide masterplan	30384-A-D1-D8-01-000	02
Proposed site location plan (red line)	30384-A-D1-D2-01-801	02
Proposed site boundary plan	30384-A-D1-D2-01-802	02
Semi-basement floor plan	30384-A-D1-D8-03-80B	02
Ground floor plan	30384-A-D1-D8-03-800	02
First floor plan	30384-A-D1-D8-03-801	02
Second floor plan	30384-A-D1-D8-03-802	02
Third floor plan	30384-A-D1-D8-03-803	02
Fourth floor plan	30384-A-D1-D8-03-804	02
Fifth floor plan	30384-A-D1-D8-03-805	02
Sixth floor plan	30384-A-D1-D8-03-806	02
Seventh floor plan	30384-A-D1-D8-03-807	02
Eight floor plan	30384-A-D1-D8-03-808	02
Roof plan	30384-A-D1-D8-03-809	02
North elevation (coloured)	30384-A-D1-D8-05-800	02
East elevation (coloured)	30384-A-D1-D8-05-801	02
West elevation (coloured)	30384-A-D1-D8-05-802	02
South podium elevation (coloured)	30384-A-D1-D8-05-803	02
West podium elevation (coloured)	30384-A-D1-D8-05-804	02
East podium elevation (coloured)	30384-A-D1-D8-05-805	02
West elevation	30384-A-D1-D8-05-806	02
North and East elevations	30384-A-D1-D8-05-807	02
South and West elevations	30384-A-D1-D8-05-808	02
East podium elevation	30384-A-D1-D8-05-809	02
Ground level landscaping illustrative landscape masterplan	21425-L-D1-D2-90-001	P02
2nd floor podium illustrative landscape masterplan	21425-L-D1-D2-90-002	P02
Wheelchair housing standards adaptable units - sheet 1	30384-A-D1-D8-03-850	02
Wheelchair housing standards adaptable units - sheet 2	30384-A-D1-D8-03-851	02
Wheelchair housing standards adaptable units Block D1-D2 flat type A (8no)	30384-A-D1-D8-03-860	02
Wheelchair housing standards adaptable units Block D1-D2 flat type B (4no)	30384-A-D1-D8-03-861	02
Wheelchair housing standards adaptable units Block D1-D2 flat type C (2no)	30384-A-D1-D8-03-862	02
Wheelchair housing standards	30384-A-D1-D8-03-863	02

adaptable units Block D1-D2 flat type D (2no)		
Lifetime homes compliant layout - generic floor	30384-A-D1-D8-03-870	02
Lifetime homes compliant layout - sixth floor	30384-A-D1-D8-03-871	02
Lifetime homes compliant typical layout types A, B, C	30384-A-D1-D8-03-880	02
Lifetime homes compliant typical layout type D	30384-A-D1-D8-03-881	02
Bay study pop up spandrel panel	30384-A-D-21-012	02
Bay study metal railing balcony bay	30384-A-D-21-013	02
Bay study double height window/ park-scape entrance bay	30384-A-D-21-014	02
Bay study podium entrance	30384-A-D-21-015	02
Bay study glazed balcony bay	30384-A-D-21-016	02
Brown Roof Plan	30384-A-D1-D8-03-410-BR	02

Supporting documents: Planning Statement produced by GVA dated Nov 2014; BRE assessment produced by Anstey Horne under cover letter dated 26 Nov 2014; Design and Access Statement produced by Broadway Malyan dated Nov 2014 (Ref: 30384); Building D Indicative CGIs document produced by Broadway Malyan dated Nov 2014 (Ref: 30384); Statement of Environmental Impact Assessment (EIA) Conformity produced by URS under cover letter dated 25 Nov 2014; Energist report on Blocks D1,2 Beaufort Park (Undated).

Further drawings for illustrative purposes:

Drawing Title	Drawing Number	Rev No.
Ground floor plan	30384-A-D1-D8-03-800-A	02
First floor plan	30384-A-D1-D8-03-801-A	02
Second floor plan	30384-A-D1-D8-03-802-A	02
Third floor plan	30384-A-D1-D8-03-803-A	02
Fourth floor plan	30384-A-D1-D8-03-804-A	02
Fifth floor plan	30384-A-D1-D8-03-805-A	02
Sixth floor plan	30384-A-D1-D8-03-806-A	02
Seventh floor plan	30384-A-D1-D8-03-807-A	02
Eight floor plan	30384-A-D1-D8-03-808-A	02
Roof plan	30384-A-D1-D8-03-809-A	02
Illustrative Landscape Plan	21425L-D1-D2-90-002	P02
East Elevation	30384-A-D1-D8-05-801-A	02
North Elevation	30384-A-D1-D8-05-800-A	02
West Elevation	30384-A-D1-D8-05-802-A	02

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.

2. Car Parking Management Plan (CPMP)

Notwithstanding the details shown on the plans otherwise approved, at commencement a CPMP shall be submitted, which includes details on the following items:

- a) Submit swept paths for cars manoeuvring into spaces that are considered narrow;
- b) Provide electric car charging points, not less than 15 (10%) active and 15 (10%) passive spaces;
- c) Charging points to be converted from passive to active, in response to the demand. The applicant must monitor the demand;
- d) Height restrictions, if any;
- e) Submit details for parking space(s) associated with servicing/deliveries;
- f) 2 no. servicing bays provision;
- g) Ramp design;
- h) Gates and entry control system; and
- i) Parking controls.

The provisions referred to above as well as the 15 designated disabled parking spaces shall be provided in accordance with the scheme hereby approved.

Thereafter, the facilities shall be maintained in good working order and shall not thereafter be used for any purpose other than parking and turning of vehicles associated with this development.

Reason:

In accordance with the 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.

3. Cycle Parking

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.

4. Privacy screens and obscure balcony balustrade returns

Notwithstanding the details shown on the plans otherwise approved Blocks D1 and D2 shall not be occupied until details are submitted to and approved in writing by the Local Planning Authority which specify the details of the privacy screens to terraces and balconies and obscure glazed return balustrading to balconies.

Before the blocks are occupied the development shall be implemented in full accordance with the approved details and shall be permanently retained 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.

5. Digital/satellite television equipment

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.

6. Telecomms equipment

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 the 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.

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:

- The Residential Design Guidance SPD (April 2013)
- Sustainable Design and Construction SPD (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
W/00198/AA/04	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
W00198BT/07	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
W/00198/BR/07	Listed building consent for dismantling of Watchtower Building to enable its reconstruction on the adjoining RAF Museum Site.	Granted 14/08/2009
W02247AF/07	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
W02247AE/07	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
H/02713/09	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

1.3 Public Consultations and Views Expressed

Public Consultation

2129 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.

No responses were received from residents or associations or societies.

Consultation Responses from Statutory Consultees and Other Bodies

TfL:

- Notes that the scheme is for reserved matters
- Concerned that the parking ration of 1.1 will increase car ownership [*Officer comment: TfL comments are noted however, car parking requirements and ratio for Beaufort Park development was approved at the outline planning approval stage. Subsequently, a parking report was submitted to the P & E committee during early 2013 in which it was agreed that the parking ratio for the overall development would be 0.7. It was noted in the report that some phases will have more parking spaces but the overall for the development would be maintained at 0.7 unless surveys demonstrate otherwise, which is considered acceptable*]
- TfL is seeking 20% active and 20% passive clarify electric vehicle charging points (EVCPs) [*Officer comment: 10% passive and 10% passive is proposed, reflecting recent approval of reserved matters applications*]
- 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*]

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 to what has been agreed in reserved matter in other blocks.

Trees and Landscape:

No objection and notes that the detailed design for landscaping details is controlled by conditions imposed on the 2005 outline consent.

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: English Heritage Greater Archaeological Advisory Service (EH GLAAS); Highways Agency; 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 relates to blocks D1 and D2 which form part of the overall D block, the remainder being blocks D3 to D8 which are being considered under a separate application for full planning permission (Ref: 14/07064/FUL). 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 the public amenity space, 'the square'. These blocks cover an area of 3,700sqm.

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.

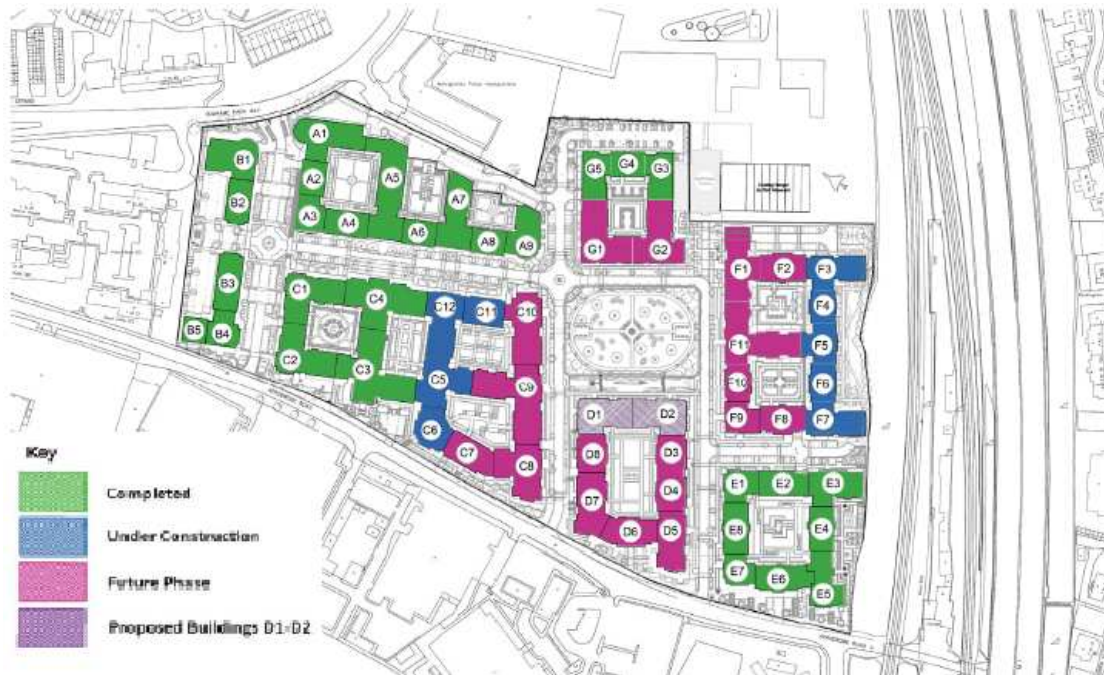
The area surrounding the application site contains a mixture of uses and building forms. Colindale underground station is about 10 minutes walk to the west. A number of other significant developments are under construction in the vicinity including the regeneration of the Grahame Park estate to the north, the redevelopment of the former Colindale Hospital adjacent to Colindale Tube Station to the west as well as a current application to redevelop 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 and F blocks as well as D and G blocks.



Source: Design and Access Statement

Further in respect of the s106 planning agreement associated with the outline approval, it is noted that the approvals for other blocks will deliver the full affordable housing obligations for Beaufort Park. The remaining affordable housing obligations will be met when blocks F3-7 are constructed (Ref: H/05373/13 approved 13.02.2014). As such, this application is not required to provide any affordable units.

2.3 Description of the Proposed Development

The current application seeks reserved matters approval for design, appearance and landscaping for blocks D1 and D2 in accordance with condition 6 of the outline permission for Beaufort Park in 2005 (LBB Ref: W00198AA/04).

Condition 6 of the outline permission identifies reserved matters as being the following:

- Design of the buildings, including floor areas, height and massing;
- External appearance; and
- Landscaping (including trees to be removed and new landscaping proposed).

It should be noted that the landscape details submitted are to set the broad principles for the landscaping (including tree planting). However, as with previous submissions, the specific details of the landscaping will be submitted at a later date pursuant to a separate approval of details application in

accordance with condition 22 of the outline permission.

The proposal is for a development which includes 142 units distributed across a series of blocks between 7 and 9 storeys (23m – 29.6m). 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. 147 undercroft parking spaces and 9 external spaces would be allocated to Buildings D1 and D2 (of which 15 are for people with a disability). In addition the scheme provides several designated motorcycle parking areas at first floor (exact number of spaces unspecified), 95 secure bicycle parking spaces (plus an additional 4 on-street cycle parking stands) 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 1,583sqm 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. On the street edge of the D-block curtilage are car parking spaces for 9 visitor cars and 2 servicing bay as well as a further 9 residents spaces, a. A total of 4 bicycle parking stands are provided adjacent the square. Depending on the final design of the stands e.g. Sheffield styles, each stand may have the ability to accommodate 2 no. bicycles.

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 various conditions of the April 2005 outline permission direct the subsequent reserved matters applications, the following of which are noted as particularly relevant.

Condition 3 states: that

"3. All applications for reserved matters shall be made to the local Planning Authority before the expiration of 10 years from the date of this permission..."

As such, despite the age of the outline approval and even though there have been previous reserved matters applications approved for D block, reserved matters applications are being submitted in this period.

Conditions 4, 7 and 8 set the key 'siting', 'access' and 'design' parameters in

which the development will come forward by specifying the key drawings, documents and floorspace quantum that a future reserved matters application will need to accord with:

“4. No development shall take place unless in accordance with the Approved Drawings:

<i>Proposed Massing Plan</i>	<i>21425/PL05B</i>
<i>Proposed Masterplan</i>	<i>21425/PL06B</i>
<i>Land Use 1 – Ground Level Uses</i>	<i>21425/PL08A</i>
<i>Land Use 2 – Podium Level Uses</i>	<i>21425/PL08A</i>
<i>Land Use 3 – Typical Upper Floor Uses</i>	<i>21425/PL10A</i>
<i>Land Use 4 – Open Space</i>	<i>2145/PL11A</i>
<i>Amenity Space</i>	<i>21425/PL20...</i> ”

“7. Reserved matters applications shall be made in accordance with the following documents unless otherwise agreed with the Local Planning Authority:

- i) Environmental Statement (May 2004) as supplemented with further information in respect of visual impact and education impact (Nov 2004)*
- ii) Planning and Design Statement (April 2004)*
- iii) Sustainability Statement (June 2003)*
- iv) Supplementary Design Statement (April 2004)...*”

“8. The maximum number of dwellings and floor space in each respective use granted by this permission shall be:

<i>Class A1/A2 (Shops)</i>	<i>2,323sqm</i>
<i>(Including 1,393.5sqm food store)</i>	
<i>Class A3 (Food and Drink)</i>	<i>2,322sqm</i>
<i>Class B1(a) (Office)</i>	<i>464.5sqm</i>
<i>Class D1/D2 (Non-Residential Institutions)</i>	<i>2,461.85sqm</i>
<i>Residential units:</i>	<i>2,800</i>
<i>Sui Generis (Driving Test Centre)</i>	<i>278.7sqm...</i> ”

[NB: Condition 8 floorspace totals varied as a consequence of the additional 190 dwellings and additional non-residential floorspace facilitated by the relocating the watchtower to the RAF museum site.]

Condition 5 provides an element of flexibility in the final design being considered at reserved matters, given that the scheme had been the subject of an Environmental Impact Assessment (EIA):

“5. No variation to the approved plans shall be made which in the reasonable opinion of the Council creates new environmental impacts which exceed the range and scale of those assessed and measured in the EIA dated June 2004 and/or which the Council considers may require further or additional mitigation measures...”

Condition 6 then specifies what is being considered as part of reserved matters:

“6. The development of each phase shall not commence until layouts, plans/sections and elevations for that part of the development, detailing:

- i) Design of the buildings, including floor areas, height and massing;*
- ii) External appearance;*
- iii) Landscaping (including trees to be removed and new landscaping proposed);*

(Referred to as reserved matters) have been submitted to and approved in writing by the Local Planning Authority. The relevant part of the development shall in all aspects be carried out in accordance with the approved plans unless otherwise agreed in writing by the Local Planning Authority...”

There are further compliance conditions and conditions requiring the approval of details in the outline permission which further direct the final form of the development. Considerations encountered in the course of the reserved matters applications not previously addressed at outline may form additional conditions of approval if necessary.

It should be noted the outline scheme also secured a s106 planning agreement for various obligations, both monetary and in-kind, to mitigate the impacts of the development and thereby making it acceptable in accordance with Circular 05/05. The s106 agreement has been varied in the time since the outline was granted, the most notable being the adjustment to the affordable housing delivery as detailed earlier in section 2.2 of this report.

Therefore, it is in this context that the current application for the reserved matters ‘design’, ‘appearance’ and ‘landscaping’ of block D1 and D2 is being considered along with other material planning considerations.

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 and 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.

In respect of condition 5 of the outline consent, the current reserved matters application is supported by a letter from the environmental consultant URS, to confirm that the current proposal for blocks D1 and D2 does not give rise to any different or further likely significant environmental effects, both individually and cumulatively. Furthermore, that the Environmental Statement (ES) that accompanied the outline application remains the valid and appropriate EIA and no further EIA information is required.

The letter specifically provides a view in relation to the implications of the

proposed changes to the ES considerations: Townscape and visual impact assessment, Archaeology, socio-economics, contamination, transport and access, air quality, noise and vibration, ecology and water resources. It is noted that supporting information includes CGIs by architect Broadway Malyan) and an assessment of daylight, sunlight and overshadowing (BRE assessment by consultant Anstey Horne).

Although the elevations are different in appearance to the illustrative information supplied at outline stage as well as the previous reserved matters, the type and quantum of development proposed as well as its height, scale, layout and built form relationships in the current application are still considered to accord with the outline permission.

Furthermore, the current reserved matters application is not considered to give rise to any significant new or different impacts, individually or cumulatively, beyond the parameters considered at outline stage to warrant an update to the ES.

This is the same conclusion that was reached as part of the consideration of earlier reserved matters, because changes were not considered to be significant nor give rise to any new, additional, or cumulative impacts to warrant an updated or new ES.

EIA screening opinion

Although no formal screening opinion for EIA has been sought for the reserved matters application, the council has screened the application in the course of the assessment according to the Regulations to confirm that no EIA is required in addition to the ES already undertaken at the outline application stage. Also, that the further environmental information detailing the effect on levels of daylight, sunlight and overshadowing is sufficient to consider the current design.

It should be further noted that in pursuance to the Regulations, 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.

In summary, it is considered that the previous EIA at outline provides a sufficient assessment of environmental effects to enable consideration of this reserved matters application for Blocks D1 and D2. It is considered that the new design of these blocks would not generate any new significant environmental effects over and above those already considered. Therefore, it is considered that the proposals do not constitute an EIA development and as such an Environmental Statement is not required to be submitted with the application.

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 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.

Relationship to the 2005 outline consent

As part of a residential-led, mixed-use redevelopment of the site, the proposal is contributing to residential (Class C3) floorspace as well as fulfilling the requirements for supporting infrastructure including car parking and amenity space.

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 outline planning permission of 2005 pre-dates the adoption of the CAAP and approved a density of 280dph. The current application for reserved matters does not alter the density across the wider site.

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, as well as supporting parking 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.

Relationship to the 2005 outline consent

The parameters approved at outline direct what can be brought forward at reserved matters. The corollary is the outline is a factor in the quality of housing that will be finally delivered.

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.

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

Source: St George applications

The overall unit mix shows a relative increase in the proportion of one bed flats and reduction in 3 bed flats whilst 2 bed flats a similar. The mix is considered acceptable given its relationship with the wider site mix.

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 ²)
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 the majority of 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.

The only exceptions to this are 18 no. EPWS (Entry Point Workers Studio) dwellings which range in floor area between 27sqm to 38sqm. Although they fall below the minimum floorspace standard for 1-bed 1-person occupancy, they were agreed as part of the outline permission as fulfilling a housing need, being specifically defined in the s106 planning agreement as follows:

“Entry Point Workers Studio

means a unit which typically measures 26m² provided without grant funding and at less than average price of a London residential property on the date of the first sale to an individual owner or occupier”

The inclusion of this size of unit is only considered acceptable on the basis that it is an explicit requirement in the s106 agreement and was considered acceptable at the outline stage.

As such, all housing meets the minimum floorspace standards required.

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.

It should be noted however that the outline planning consent only requires a minimum of 10% of housing to be to Lifetime Homes standard and condition 17 requires 10% of housing to be designed as accessible to wheelchair users.

Annotated drawings and supporting information are supplied with the current

application detailing how the Lifetime Homes criteria have been met for a total of 28 (20 %) of dwellings. Similarly in relation to wheelchair housing, the drawings supplied with the application demonstrate how 16 (11%) of dwellings will 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 on the basis that it complies with the conditions of the outline planning consent.

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.

Amenity Space: Provision	Amount (sqm)
Private open space on balconies and terraces	1,538
Communal podium courtyards	500*
Total space	2,038

*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.

Amenity Space: Compliance	Requirement (sqm)	Scheme Provision (sqm)
LBB Standard	1,769	2,038
GLA Standard	918	2,038

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

The final 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).

In the 10 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 principle 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 in the coming year.

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. 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 accords with the parameters established by the outline consent. The key aspects of the design approach are considered in more detail below.

Height, bulk, scale and massing

In respect of building heights, the proposal reflects the previous approval and proposes blocks of up to 9 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. 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 two 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 approved scheme and as approved in 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. 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 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.

Privacy, overlooking and outlook

The following aspects of the scheme are relevant:

- In relation to privacy and overlooking between this block and neighbouring block F (Not yet constructed) and block C (Not yet constructed), the separation distances are 25m and 23m 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 and which are already covered by appropriately worded conditions. This includes impacts associated with construction and operational phases of the development. 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. Furthermore, 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. It considers 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 D1 and D2;
- 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 298 neighbour windows tested, 287 (96%) comply whilst the remaining 11 (4%) may notice a change in the level of lighting;
- DD: Of the 215 neighbour windows tested, 202 (94%) comply whilst the remaining 13 (6%) may notice a change in the level of lighting;
- APSH: Of the 34 neighbour windows tested, 33 (97%) comply whilst the remaining 1 (3%) may notice a change in the level of lighting across the whole year. In respect of winter months, out of 18 windows tested, 11 (61%) comply whilst the remaining 7 (39%) may notice a change in the level of lighting;
- ADF: Of the 215 neighbour windows tested, 7 (3%) comply whilst 208 (97%) 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 9 (17%) 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 some additional reduction in light for occupiers of the subject blocks D1 and D2 as well as an increase in the shadowing of the podium amenity courtyards as compared with the consent scheme. Nevertheless, the overall affect accords with 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 no new, different or cumulative impacts compared with any other phase. Notwithstanding, the impacts of construction will be mitigated through the construction management plan required by conditions 39 and 40.

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 leaves the detailed provision for individual blocks to be considered at reserved matters stage, for which condition 11 specifies the relevant considerations. Particularly relevant to this application is confirmation of the level of provision and the design 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. It should be noted that in transport aspects, the current proposal is very similar to the consent scheme. Key aspects are discussed in more detail below.

Servicing and parking provision

The following various provisions are made for servicing and parking:

- **Servicing:** The ground floor plans shows two servicing bays and an appropriately worded condition is recommended to secure this provision;
- **Car parking:** 147 undercroft parking spaces and 9 external spaces would be allocated to Buildings D1 and D2. The remaining spaces would be allocated to Buildings D3 to D8. The parking provision equates to a ratio of 1.1 for this Reserved Matters Application for Buildings D1 and D2. Although, the parking ratio of 1.1 is in excess of parking ratio of 0.7 agreed across the wider Beaufort Park development, the applicant has confirmed that the overall parking ratio of 0.7 will not be exceeded with other Buildings containing lower than the 0.7 ratio due to individual building constraints and design. The level of car parking provision is in accordance with the overall Development

Parking Strategy of meeting the parking ratio of 0.7 across the development therefore is acceptable.;

- Motorcycle parking: Although there is no Barnet criteria for motorcycle parking, space is set aside at ground and first floors for this purpose; and
- Bicycle parking:
- A total of 95 spaces are proposed in secure stores (plus 4 bicycle stands for visitors in the curtilage). 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; and
- Although TfL have objected to the number of spaces, it is noted that a 0.5:1 ratio of bicycle parking for private residential units has been agreed as part of the travel plan for Beaufort Park. This application provides a cycle parking ratio of 0.7:1. Given that the level of bicycle parking has been previously considered through the travel plan and this scheme broadly accords with the ratio, any alteration based on demand could be considered in the future through a variation to the travel plan. It is also noted that this ratio is equivalent to the recent approval for C-block (Ref: H/04184/14) and F-block (Ref: H/04672/14).

Vehicular routes, movement and safety

Subject to conditions of approval from the council's highways officer, the arrangements for 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.

Pedestrian and bicycle routes, movement and safety

The detailed design of blocks D1 and D2 allows for ground floor treatments that maintain suitable pedestrian footways to enhance connectivity. The pedestrian environment 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.

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 3rd party handler.

Current application

The current proposal will utilise this existing 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

Residential developments are required to achieve a reduction in carbon dioxide emissions. 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.

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 Mayors 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 a report from the consultant Energist detailing how the equivalent Eco-homes standards would be met (noting that the Eco-homes accreditation system no longer exists):

- Energy:
 - Minimising carbon dioxide emission rates to typically 25-30kgCO₂/m²
 - Minimising heat loss through building design to less than the 1.1 standard
 - Using energy efficient white goods and lighting
 - Providing secure drying spaces
- Transport:
 - Provision of cycle storage
 - Inherent proximity to public transport and services would also accrue points towards a 'very good' rating
- Pollution: reducing flooding risk and damage through design that reduces and delays run-off entering the sewer and watercourses
- Materials:
 - Building materials selection using the BRE 'Green Guide'
 - Providing recycling facilities within dwellings
- Water: water-saving fittings installed in kitchens and bathrooms
- Ecology: No impacts identified to require mitigation
- Health/wellbeing: Provision of amenity space
- Management:
 - 'Home User Guide' for all new residents
 - Adoption of the 'Considerate Constructors Scheme'
 - Adopting the guidance of the Met Police Crime Prevention Design Advisor

In addition 15 (10%) passive and 15 (10%) active electric car charging points will be secure through an appropriately worded condition.

The application complies with the requirements of condition 37 and in accordance with the outline consent.

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. This reflects the comment from NE about the considerations that should be (and were) had by the council in considering the implications of the development.

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, 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.

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.

10% of the flats will be wheelchair accessible and/or able to be modified to accommodate a wheelchair occupier.

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.

15 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

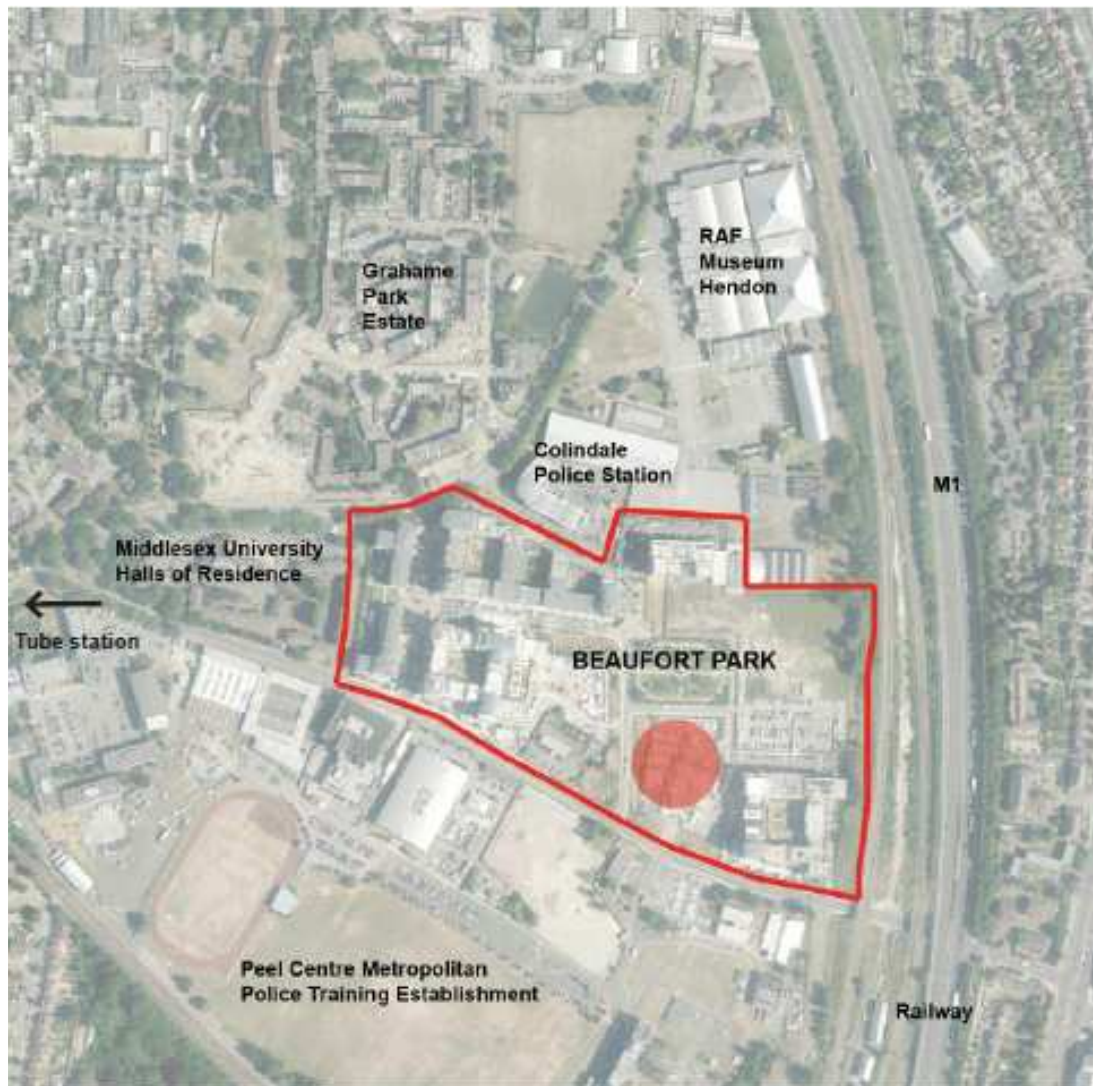
The application is to consider the reserved matters ‘design’, ‘external appearance’ and ‘landscaping’ for blocks D1 and D2 comprising 142 new homes pursuant to condition 6 of planning permission W/00198/AA/04 dated 08/04/05. Compared with the previous reserved matters approval the key changes are to the external appearance and associated adjustments to the internal layout. Blocks D1 and D2 are not required to deliver any affordable housing as a consequence of this being approved in other blocks of Beaufort Park.

The current application represents the next phase of the Beaufort Park

development project that will bring significant changes and benefits to the Colindale area. The details submitted are considered to be in accordance with the parameters established by the outline consent including the EIA. The design would provide a high quality residential environment with an improved appearance compared to earlier phases and yet, still contributing to a cohesive character for the site overall. No significant new, additional or cumulative impacts are identified including any potential impacts to the amenity neighbours or future occupiers. Nor are there any impacts identified in transport and parking terms. The scheme also makes provision for waste and recycling, as well as energy efficiency/sustainability and landscaping/biodiversity. The application is recommended for approval subject to 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)