

LOCATION: Blocks C5 to C12, Beaufort Park (Land at Former RAF East Camp Site), Aerodrome Road/ Grahame Park Way, Hendon, London, NW9

REFERENCE: H/00146/12 **Received:** 06 January 2012

Accepted: 10 May 2012

WARD(S): Colindale **Expiry:** 09 August 2012

Final Revisions:

APPLICANT: St George Central London and the Metropolitan Police Authority

PROPOSAL: Reserved matters application seeking approval for appearance, landscaping, layout and design in relation to buildings C5 to C12 comprising 566 homes and 900 sqm of non-residential floorspace, pursuant to condition 6 of outline permission W/00198/AA/04 for '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. Submission of Environmental Statement' dated 08-04-2005. Scheme includes amendments to approved height of buildings, massing and external appearance.

RECOMMENDATION: APPROVE SUBJECT TO CONDITIONS

1. The development hereby permitted shall be carried out in accordance with the following approved plans: 24790/C5toC12-01-000, 24790/C5toC12-01-001, 24790/C5toC12-01-002, 24790/C5toC12-03-201, 24790/C5toC12-03-201, 24790/C5toC12-03-203, 24790/C5toC12-03-204, 24790/C5toC12-03-205, 24790/C5toC12-03-206 01, 24790/C5toC12-03-207 01, 24790/C5toC12-03-208 01, 24790/C5toC12-03-209 01, 24790/C5toC12-03-210 01, 24790/C5toC12-03-211, 24790/C5toC12-04-201 01, 24790/C5toC12-04-202, 24790/C5toC12-05-201 01, 24790/C5toC12-05-202 02, 24790/C5toC12-05-203 02, 21425/PL05AF.

Reason:

For the avoidance of doubt and in the interests of proper planning.

INFORMATIVE(S):

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

The proposed development accords generally and taken as a whole with strategic planning guidance and policies as set out in the London Plan (2011), the Adopted Barnet Unitary Development Plan (UDP) Saved Policies (May 2009) and the London Borough of Barnet Core Strategy Submission Draft. In particular the following policies are relevant:

London Plan (2011):

2.13, 3.3, 3.4, 3.5, 3.6, 3.7, 3.8, 3.9, 3.11, 3.12, 3.13, 5.1, 5.3, 5.13, 6.3, 7.1, 7.2, 7.3, 7.4, 7.5, 7.6, 7.14, 7.15.

Adopted Barnet Unitary Development Plan (UDP) Saved Policies (May 2009):

GSD; G Mixed Use; G Waste; GBEnv1; GBEnv2; GBEnv3; GBEnv4; GL1; GL2; G Road Net; G Parking; GCS1; GEMP2; GEMP3; GEMP4; GTCR1; GTCR2; ENV6; ENV7; ENV12; ENV13; ENV14; D1; D2; D3; D4; D5; D6; D9; D10; D11; D12; D13; D14; D15; D17; D18; D22; D23; D24; O17; L3; L5; L6; L7; L12; L14; L24; L25; L26; L27; M1; M2; M3; M4; M5; M6; M7; M8; M10; M11; M12; M13; M14; M17; H1; H2; H5; H8; H16; H17; H18; H20; H21; H24; CS1; CS2; CS3; CS4; CS5; CS8; CS10; CS11; CS12; CS13; EMP2; EMP3; EMP6; EMP7; EMP8; EMP9; TCR1; TCR5; TCR13; TCR21; TCR22; IMP1; and IMP2

Core Strategy – Adoption Version

CS1; CS3; CS4; CS5; CS8; CS9; CS10; CS11; CS12; and CS13.

Relevant Development Management Policies: DM01; DM02; DM03; DM04; DM05; DM08; DM10; DM14; and DM17.

REASON FOR APPROVAL:

This application represents a key phase of a major regeneration 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. The design would provide a high quality residential environment while respecting the character and context of the buildings setting. Approval of this reserved matters submission is therefore recommended.

2. The applicant is advised that a parking survey will need to be carried out before commencing the next phase of the development to ensure that the parking is being provided and the provision is monitored in accordance with the S106 Agreement.
3. The applicant is advised that pavement materials used on Aerodrome Road should be consistent from one phase to the next and should tie in. Development Control team in highways should be consulted before any works are carried out on public highway for approval.
4. The London Plan promotes electric vehicle charging points with 20% active and 10% passive provision and should be provided. The parking layout should include provision of electric charging points for all elements of the development.

1. MATERIAL CONSIDERATIONS

National Planning Policy Framework

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

Paragraph 21: Investment in Business should not be Over-burdened;

Paragraphs 32 and 34-36: Sustainable Transport;

Paragraph 49: Presumption in Favour of Residential Sustainable Development;
Paragraph 50: Housing Delivery;
Paragraphs 56-57 and 61: High Quality Design;
Paragraph 69: Safe and Accessible Developments;
Paragraphs 6-99: Minimise Energy Consumption and Climate Change;
Paragraphs 123-125: Minimise Noise, Air and Light Pollution; and
Paragraphs 203-206: Planning Obligations.

The Mayor's London Plan: July 2011:

2.13, 3.3, 3.4, 3.5, 3.6, 3.7, 3.8, 3.9, 3.11, 3.12, 3.13, 5.1, 5.3, 5.13, 6.3, 7.1, 7.2, 7.3, 7.4, 7.5, 7.6, 7.14, 7.15.

Relevant Unitary Development Plan Policies:

GSD; G Mixed Use; G Waste; GBEnv1; GBEnv2; GBEnv3; GBEnv4; GL1; GL2; G Road Net; G Parking; GCS1; GEMP2; GEMP3; GEMP4; GTCR1; GTCR2; ENV6; ENV7; ENV12; ENV13; ENV14; D1; D2; D3; D4; D5; D6; D9; D10; D11; D12; D13; D14; D15; D17; D18; D22; D23; D24; O17; L3; L5; L6; L7; L12; L14; L24; L25; L26; L27; M1; M2; M3; M4; M5; M6; M7; M8; M10; M11; M12; M13; M14; M17; H1; H2; H5; H8; H16; H17; H18; H20; H21; H24; CS1; CS2; CS3; CS4; CS5; CS8; CS10; CS11; CS12; CS13; EMP2; EMP3; EMP6; EMP7; EMP8; EMP9; TCR1; TCR5; TCR13; TCR21; TCR22; IMP1; and IMP2.

Core Strategy (Adoption version) 2012

Development Management Policies (Adoption version) 2012

Barnet's emerging Local Plan is made up of a suite of documents including the Core Strategy and Development Management Policies Development Plan Documents (DPD). Until the Local Plan is complete, 183 policies within the adopted Unitary Development Plan (UDP) remain. The replacement of these 183 policies is set out in both the Core Strategy and Development Management Policies DPD.

The Core Strategy (CS) is now capable of adoption following receipt of the Inspector's Report in June 2012. The Inspector endorsed all the Council's modifications at EIP and found it sound and legally compliant. Therefore very significant weight should be given to the 16 policies in the CS. The National Planning Policy Framework (NPPF) (para 216) sets out the weight that can be given to emerging policies as a material consideration in the determination of planning applications.

Relevant Core Strategy Policies:

CS1; CS3; CS4; CS5; CS8; CS9; CS10; CS11; CS12; and CS13.

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

Development Management Policies is now capable of adoption following receipt of the Inspector's Report in June 2012. The Inspector endorsed all the Council's modifications at EIP and found it sound and legally compliant. Therefore very significant weight should be given to the 18 policies in the DMP. The National Planning Policy Framework (NPPF) (para 216) sets out the weight that can be given to emerging policies as a material consideration in the determination of planning applications.

Relevant Development Management Policies:

DM01; DM02; DM03; DM04; DM05; DM08; DM10; DM14; and DM17.

Strategic Supplementary Planning Guidance (SPG):

Mayor of London SPG: Providing for Children and Young People's Play and Informal Recreation (March 2008)

Mayor of London SPG: Planning for Equality and Diversity in London (October 2007)

Mayor of London SPG: London View Management Framework (July 2007)

Mayor of London SPG: Sustainable Design and Construction (May 2006)

Sub-Regional Development Framework: North London (May 2006)

Mayor of London SPG: Housing (November 2005)

Mayor of London SPG: Accessible London: Achieving an Inclusive Environment (April 2004)

Local Supplementary Planning Documents:

Barnet SPD: Contributions to Health (July 2009)

Barnet SPD: Contributions to Education from Development (February 2008)

Barnet SPD: Contributions to Library Services from Development (February 2008)

Barnet SPD: Sustainable Design and Construction (June 2007)

Barnet SPD: Affordable Housing (February 2007)

Barnet SPD: Planning Obligations - Section 106 (September 2006)

The Three Strands Approach:

In November 2004 the Council approved its 'Three Strands Approach', setting out a vision and direction for future development, regeneration and planning within the borough. It updated this document and brochure in 2008, to reflect ongoing policy development and regeneration. The approach, which is based around the three strands of protection, enhancement and growth, will protect Barnet's Green Belt and designated open spaces; enhance its high quality suburbs and deliver new housing and successful sustainable communities, whilst protecting employment opportunities. The third strand 'Growth' responds to Barnet's significant growth potential and identifies how and where sustainable strategic growth, successful regeneration and higher density can take place across the borough. Colindale falls within strand 3: Delivering new housing and successful sustainable communities. The Three Strands Approach also establishes Colindale as one of three strategic opportunity areas for high quality sustainable growth within Barnet where 10,000 new homes are expected to be delivered.

Colindale Area Action Plan (AAP)

The Council has prepared an Area Action Plan for Colindale which was adopted on 2nd March 2010. This is a planning document that provides a framework to guide and inform the development of the area up to 2021. It contains guidance on sustainable development, addresses land use issues and aims to ensure balanced growth through coordinating development interests. It also identifies a number of key infrastructure improvements needed to support the delivery of growth in Colindale. The Colindale AAP forms a material consideration under Section 38(6) of the Planning and Compensation Act 2004 in the determination of any planning applications for sites within the AAP area. In relation to Beaufort Park the AAP reflects 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. Relevant Colindale AAP policies include: Policy 2.0, Policy 4.2, Policy 5.1 and Policy 7.1.

Relevant Planning History:

Previous Reserved Matters Application

The Council granted planning permission for the reserved matters (reference: W/00198/BJ/07) for the design, external appearance and landscaping for Buildings C5 to C14 (now Buildings C5 to C12 under the current proposal) at Beaufort Park on 6th June 2007. This permission enables the construction of 517 homes and 542sqm of non-residential floorspace within Buildings C5 to C14.

Consultations and Views Expressed:

Neighbours Consulted: 873 Replies: 37
Neighbours Wishing To Speak 0

The initially submitted plans showed a tower of 20 storey height which has subsequently been reduced to reflect that previously approved under application W/00198/BJ/07. Additional consultation was undertaken.

The objections raised may be summarised as follows:

- Visitors Parking and or the Traffic situation
- whilst St George has stated that they will reduce the Massing in the next phase of building, I am concerned that this will not happen as they have, at every stage of building, made an application to either change the height of the buildings and or increase the number of domestic and or commercial units on this development.
- I would also ask the Council to take into account when considering this matter, that when we purchased our properties, we looked at the outline planning and the proposals put forward to the Council by St George .
- St George seems to have amended these proposals without consultation with the Residents of Beaufort Park nor have they looked at how their actions will affect those of us living within Beaufort Park, which was sold to us as a Private Development. This does not seem to be the case as we now live on a Development where the Public are able to use the Private Roads within our Development at will. The Leaseholders at Beaufort Park are responsible for their up-keep and are responsible for the cost related to the up-keep of this Private Estate.
- There is still no provision for added parking space despite the increase in the number of flats and residents. This will be a densely populated development and the addition of new flats without any provision for additional parking space is clearly unacceptable and we believe that developers should take the issues of parking into consideration at the early steps of planning. The lack of parking space will have an impact on the congestion, quality of life and quality of outside space not only within the development but in the surrounding area as well (as it will impact on parking congestion on Grahame Park Way, an area which is also under development)
- The proximity of the new development is too close to our existing building and it will clearly interfere with our view and most importantly our natural light and sun . It will bury the surrounding buildings in shades all day long with no natural light. This is contrary to the expectations of the existing leaseholders when they bought their properties. We therefore strongly object to the proposed height of the above application above the original granted level of sixteen floors.

- Affect the Traffic within Beaufort Park. There is currently a problem with Traffic management on this Development. The private roads within the development are being used as a cut through for the public and with the additional residential and commercial units being proposed this will increase this problem. As the roads in Beaufort Park are private roads, there is no policing of this Traffic
- The additional residential and commercial units proposed will have a detrimental effect on the current parking problem within the development. St George has applied to increase the number of parking spaces to 415 spaces to service the 566 units being built. Whilst I realise that not all the apartments will have a right to park, there is currently a problem with parking as St George tends to oversell the Right To Park to residents so at peak times the Residents Parking is over full. What plan has St George put forward to the Council to address this matter?
- There is no provision for Residents Visitors Parking and the additional residential and commercial units will increase this current problem. St George has stated that Visitors Parking will be made available on the street. This is a pay and display system that operates 365 days a year and 24hrs a day. There is no provision currently in place to address Residents Visitors Parking. Whilst I appreciate the Roads within Beaufort Park are Private Roads and will not be Adopted by Barnet, I do believe that St George should make some provision for Residents Visitors Parking
- The Non-Residential units will increase from 542 sq. meters to 900 sq. meters. This will put additional pressure on the existing Pay and Display parking bays.
- Beaufort Park is a Private Development and as such the Roads within the Development are managed and maintained by the Residents of Beaufort Park. As the development is situated between two main roads, namely Grahame Park Road and Aerodrome Road, the roads within the Development are being used by the general public as a cut through between these two main roads. With the increase of both Residential and Non-Residential units in this phase of the site, this will increase the amount of traffic on the development and will therefore increase the amount of congestion currently being experienced on the Development (especially around the new Tesco Store). What consideration if any has St George given to this matter?
- From the information taken from the Barnet Web Site, it looks like the building on plot C10 will increase to 20 stories from an original height of 14, 15 and 16 stories. This increase in height will affect the general look of the area and a building of 20 stories will be very overbearing especially when the other corner buildings within Beaufort Park are no more than 13 stories high I believe that building a 20 storey high block will make the development closed in and take away from the open area that I bought into. St George has stated that it is necessary to increase the height of C10 as "C10 is a key landmark building and is designed to turn the corner of The Boulevard and to positively address The Residential Square. The same affect can be achieved with a building of 16 stories.
- There is a report from Anstey Horne regarding Daylight and Sunlight matters. It is also noted that they refer to the affect this may have on buildings outside the development. There is no correspondence regarding the affect the increase in height of Block C10 or any of the other Blocks C5 to C12 will have on the existing buildings in Beaufort Park especially the affect this will have on Blocks A7, A8

and A9. Please could you let me know how this will affect these blocks and any other adjacent blocks? St George have already been granted planning permission in 2007 to increase the number of Residential and Non Residential units from 2800 units to 2990 units (equating to 6%) They are now asking to increase this to 3091 units in this phase (equating to a further 3%). Whilst St George has stated that they will reduce the numbers of residential units being built in the next phase to keep the total to 2990 units, what guarantees do I have that once planning permission has been granted for the 3091 units that they will in fact reduce the massing in this last phase?.

- I feel that the increase in height of these buildings and increase in DENSITY of residential units will have a detrimental effect on the quiet enjoyment of my property.

Internal /Other Consultations:

- Traffic & Development - Formal comments will be reported to the meeting.
- Environmental Health - No objection subject to conditions on outline permission
- Housing Development Team - No comments to make
- Green Spaces (inc Allotments) - No comments made
- Environment Agency - No objection
- Metropolitan Police Service (H) - No objection
- Thames Water Development Control - No objection
- Barnet NHS (Former PCT) - No comments received
- Highways Agency - No objection
- Natural England - No objection

Date of Site Notice: 17 May 2012

2. PLANNING APPRAISAL

Site Description and Surroundings:

The site is Blocks C5- C12 of the Beaufort Park development. The application site relates to Building C which lies towards the south of the wider RAF East Camp site adjacent to Aerodrome Road. The wider site, now known as Beaufort Park, was previously used by the RAF known as RAF East Camp and is brownfield land of some 10.2ha. The Midland Mainline railway forms the eastern boundary of the wider site and immediately beyond running parallel is the M1 motorway. Colindale underground station is about 10 minute walk from the centre of the site.

Proposal:

Planning permission is sought for reserved matters in relation to blocks phase C5 - C12.

Outline planning permission was originally granted under reference W00198AA/04 for 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. Submission of Environmental Statement.

Reserved matters were subsequently approved under reference W00198BJ/07. The current application is for amendments to this scheme.

Planning Considerations:

Background

There has been a reduction in the number of cores from 10 (as approved) to 8 (as proposed) since the previous approved scheme under reference W00198BJ/07. As a result of the reduction of cores this increases the design efficiency of the blocks therefore generating additional floorspace to accommodate the majority of the additional homes proposed.

The applicants advise that market demand for homes at Beaufort Park has evolved since June 2007 and the latest proposal reflects this. Larger studio's have been replaced by 1 bedroom homes which still exceed the London Plan (2011) minimum sizes. Furthermore, a number of the 3 beds were oversized in the previous approval. We have found that the oversized 3 beds are not being sought by purchasers and have therefore reduced these in size and utilised the space to incorporate additional 2 bed homes. Again, all homes being proposed exceed the minimum sizes outlined in the London Plan (2011).

Amendments have been made to refine the massing of blocks across this phase, this has resulted in some increased massing in order to define key elements such as the entrance to the development from Aerodrome Road. Massing has also been reduced in areas, most notably either side of the focal C10 tower in order to accentuate the elegance of this tower and help define its slenderness.

As a result of the above amendments the number of homes provided within this phase has increased, however this does not result in an increase in the number of homes to be delivered across Beaufort Park as a whole. Homes due to be provided in future phases have been brought forward to utilise the available space within this phase.

Housing Mix

Block C would provide residential accommodation of a mix of tenure and sizes ranging from studios to three bedroom apartments and would therefore accord with emerging Development Management Policies DPD Policy DM08.

Affordable Housing

Policy H5 of the UDP and emerging Development Management Policies DPD Policy DM10 state that when considering proposals for residential development of 10 or more units the Council will seek to enter in to planning obligations with developers to ensure that a minimum of between 30-50% affordable housing is provided.

UDP paragraph 8.3.19 states that in requesting such a provision consideration will be given to the viability of the scheme.

The proposed development provides a tenure mix which correlates with the figures agreed at outline stage, and would not change the number or tenure type of affordable units.

Design, Heights and Massing

The application follows the approval of reserved matters application W00198BJ/07. The current proposals include amendments to the design and massing previously approved. This has included both increases and decreases to the height of the blocks. Essentially there has been a reduction in height to block C11 whereas C6,

C7, C8 and C12 have increased. It is considered that whilst there have been some increases, these are compatible with the terms of previous permissions granted. Furthermore, the developer has confirmed that they are bringing forward units from later phases and that there is no increase to the number of units overall to be provided across the whole site

The southern elevation of Block C is composed of several façades as a series of individual buildings. The top floors of the buildings are set back, beneath a roofline, to provide roof terraces whilst the lower residential levels generally feature projecting balconies adding to the private amenity space.

At the north eastern corner of Building C5-C12, the centre of Beaufort Park, is the tallest building established by the Masterplan.

Building C10 has been designed as a landmark building and is designed to turn the corner of The Boulevard and to positively address The Residential Square. The building will be of 18 storeys as previously approved, with curved prow to the north and south.

The building features glazed balconies to the north and south prows with terracotta cladding to the central bays of the east and west elevations.

The building has been designed so that each building element of the overall urban block has an individual character and identity. Consequently, the street scenes created are comprised of a series of related but individual buildings. The applicant has committed to using high quality materials as part of this phase of the development.

In general the window to wall ratio does not exceed 40% in order to reduce heat loss. In certain cases where a relatively deep plan is provided, a good floor to wall ratio can still be achieved and the opportunity has been taken whenever possible to create 'a wall of glass' to the external envelope to visually lighten the façade and maximise views. Cleaning of these larger glazed areas will be achieved from the balconies and terraces of the individual residential units. A significant variation of window size, shape, proportion and cill alignment has been proposed in order to assist in generating variety to the façades.

Ground and first floor car parking levels will be framed in reinforced concrete construction whilst upper floors are also likely to employ a reinforced concrete frame as the most appropriate material. The construction will be clad at ground level in a combination of larger format architectural facing masonry used at key locations, and in quality facing brickwork elsewhere. Upper storeys will comprise of a variety of finishes, featuring terracotta rain screen cladding to key landmark buildings. Facing brickwork will be used for the upper storeys in prominent locations combined with render, generally white in colour. High quality lightweight cladding systems are proposed to be suitably scaled modular sizes. The elevations exhibit a strong vertical emphasis in the articulation and detailing of the individual cores to counter the potential horizontals of the urban blocks.

Window frames (either white or grey depending on location) to the residential accommodation will be of high performing, maintenance free materials including aluminium, uPVC and composite windows of aluminium and high performance timber.

Dark grey polyester powder coated aluminium frames will be employed for the shop fronts of the commercial units on the ground floor. All glass will be clear, non-tinted and double glazed. Balconies and balustrading will be formed in architectural metalwork with a natural maintenance free galvanised finish. The balconies to

particular key buildings including those at landmark corners will feature clear glazed infill panels providing a light and clear appearance. Elsewhere metal balustrade infills to full balconies will add variety and visual interest to the façades. A range of high quality materials such as PVC, stainless steel, glazed and timber infill will be used.

The scheme is considered to pay sufficient regard to the site's local context and character. The latest reserved matters details seek to follow the established principles and the scheme is considered to meet the Council's general design requirements of UDP Policies D1, D2 and D3; emerging Core Strategy Policies CS4 and CS5; and emerging Development Management Policies DM01, DM02 and DM03.

Landscaping

The Boulevard will feature paving materials and street furniture with suitably scaled urban street trees and planted areas, all provided with good lighting for amenity and security. The sub-division of parking bays on the ground will be clearly denoted by the use of contrasting materials.

Soft landscaping including street trees will be provided to the Aerodrome Road frontage helping to create a much-needed 'greening' to this gateway approach to Colindale in accordance with UDP Policy D11 and emerging Development Management Policy CS5.

Residential Amenity

Amenity space is provided in the central podium courtyard, private terraces and balconies. The amenity space provided as part of the proposal accords with UDP policy H18 and emerging Development Management Policy DM02.

Disability Access

All buildings will benefit from level access providing disabled access to all residential and commercial units in accordance with part M of the Building Regulations and the Equality Act. Clear signage will denote disabled car parking spaces. .

Overlooking and Overshadowing

Condition 19 of the outline permission states that 'a detailed assessment of overlooking and overshadowing will be undertaken as part of the preparation of the reserved matters application'. In accordance with Condition 19, the detailed design of Building C5-C12 has carefully considered the potential for overlooking to ensure that a reasonable degree of privacy is offered to future residents of the development.

Furthermore, the proposals are considered to have no materially greater impact in terms of overlooking, than the previously approved scheme under reference W00198/BJ/07.

The second floor plan drawing no. 24790-A-C5toC12-03-002 shows that there is in the region of 21m as a minimum distance between facing windows to habitable rooms of the building. These distances provide a balance between ensuring a reasonable degree of privacy to future residents whilst maximising security through natural surveillance and providing valuable residential amenity space in the form of a communal courtyard. The scheme thus meets the requirements of UDP Policy D1 and emerging Development Management Policy DM02.

Highways Issues

UDP and emerging Local Development Framework parking policies seek to apply parking standards which restrain the growth of car use and minimise the

inconvenience and danger caused by indiscriminate parking. All visitors will park in the public streets within the site. Residents parking will be accommodated in basement and undercroft parking levels, wrapped and concealed by the active commercial and residential frontages facing surrounding streets and spaces.

The original proposal was for the provision of a 566 residential units. The proposal has since been revised to provide 560 units comprising 66 x studio flats, 110 x 1 bedroom units, 296 x 2 bedroom units and 88 x 3 bedroom units as part of the reserved matters application for construction of buildings C5 to C12.

A total of 421 car parking spaces the residential use can be accounted for on the submitted drawings. They are as follows.

- 176 car parking spaces and area for motorcycle parking areas are provided on the first floor.
- 141 car parking spaces, motor cycle parking area and cycle parking areas are provided on the ground floor.
- 104 car parking spaces and motor cycle parking area is provided in the basement.

Access to the parking areas is via a ramped access.

Parking provision is a ratio of 0.75 of the proposed 560 units therefore is in agreement with the parking ratio agreed previously. However, the applicant needs to carryout a parking survey before commencing the next phase of the development to ensure that the parking is being provided and the provision is monitored in accordance with the S106 Agreement.

There is also 900m² of retail use proposed in Block C for A1 – A5 and B1 uses.

Additional car parking spaces are provided on the road to the east of Block C to cater for the retail use and for the residential visitors to Beaufort Park as they are expected to park on-street.

The applicant needs to ensure that there is consistency in pavement materials used on public highway from one phase to the next. Development control team in highways should be consulted before any works are carried out on public highway.

The applicant has conducted a survey of the existing parking. This has found that currently there is a parking provision of 66%. Over the various times during the day when the car parking was counted (7am, 11am, 1pm, 5pm and 11pm) the maximum usage of the car park was 72%. At its maximum the Block B car park is full to capacity however there are more than enough free spaces available in Block A and C. The results therefore above would indicate that these blocks are actually operating at just over a 0.48 ratio (72% of 0.66).

The original outline permission was subject to a parking ratio of 0.7. Under the terms of the original s106, there is a mechanism that this can be increased to 0.8 if found to be inadequate.

Reserved Matters approval was received in June 2007 for 517 homes, 542 sqm of commercial floorspace and 348 car parking spaces. This represents a parking ratio of 0.67. The application currently with the borough for determination proposes 560 homes, 900 sqm of commercial floorspace and 415 car parking spaces. This represents a parking ratio of 0.75 which exceeds the previous approval. The additional spaces have been generated by the proposed basement across half of this phase which would provide a larger car park.

It should be noted that the site is located within the Colindale Area Action Plan area. This sets out that Residential parking requirements will vary across Colindale depending on the location of each development site. 1 space per unit will be taken as the maximum standard but a lower provision of 0.7 spaces per unit will be encouraged on sites within close proximity to the public transport interchange, neighbourhood centre and high frequency bus routes.

It is considered that the proposals would have an acceptable impact on highway and pedestrian safety, and would make adequate provision for car parking on site.

BRE-Eco Homes/BREEAM Standards

The approved outline permission had a condition attached requiring that all new development on site meet the Very Good standard in the BRE-Eco Homes and BREEAM assessments.

The applicant has committed to attaining this standard and specialist consultants have been commissioned who are Licensed BRE Assessors to undertake the formal assessment of the phases of the development.

The Proposed Development will incorporate Sustainable Urban Drainage Systems (SUDS).

3. COMMENTS ON GROUNDS OF OBJECTIONS

Generally addressed in the main report.

Whilst St George has stated that they will reduce the Massing in the next phase of building, I am concerned that this will not happen as they have, at every stage of building, made an application to either change the height of the buildings and or increase the number of domestic and or commercial units on this development. - *Under the terms of the outline permission the development cannot exceed 2800 homes. (Combined with application reference W00198BT/07 this is 2990).*

St George seems to have amended these proposals without consultation with the Residents of Beaufort Park nor have they looked at how their actions will affect those of us living within Beaufort Park, which was sold to us as a Private Development. This does not seem to be the case as we now live on a Development where the Public are able to use the Private Roads within our Development at will. The Leaseholders at Beaufort Park are responsible for their up-keep and are responsible for the cost related to the up-keep of this Private Estate. - *Highway officers consider that the impact would be acceptable.*

The proximity of the new development is too close to our existing building and it will clearly interfere with our view and most importantly our natural light and sun . It will bury the surrounding buildings in shades all day long with no natural light. This is contrary to the expectations of the existing leaseholders when they bought their properties. We therefore strongly object to the proposed height of the above application above the original granted level of sixteen floors. - *A daylight and sunlight report has been submitted with the application. The tallest block has been reduced in height from 20 storeys to 18 storeys (Same as previously approved under W/00198BJ/07 and subsequent amendments). It is not considered that the proposals would have a materially harmful impact on the amenities of neighbouring occupiers.*

Affect the Traffic within Beaufort Park. There is currently a problem with Traffic management on this Development. The private roads within the development are being used as a cut through for the public and with the additional residential and

commercial units being proposed this will increase this problem. As the roads in Beaufort Park are private roads, there is no policing of this Traffic - *Highway officers consider that the impact would be acceptable.*

The additional residential and commercial units proposed will have a detrimental effect on the current parking problem within the development. St George has applied to increase the number of parking spaces to 415 spaces to service the 566 units being built. Whilst I realise that not all the apartments will have a right to park, there is currently a problem with parking as St George tends to oversell the Right To Park to residents so at peak times the Residents Parking is over full. What plan has St George put forward to the Council to address this matter? - *The applicant is in the process of conducting a parking survey on the site. It is hoped that it will be possible to provide feedback on this in the addendum to the report.*

There is no provision for Residents Visitors Parking and the additional residential and commercial units will increase this current problem. St George has stated that Visitors Parking will be made available on the street. This is a pay and display system that operates 365 days a year and 24hrs a day. There is no provision currently in place to address Residents Visitors Parking. Whilst I appreciate the Roads within Beaufort Park are Private Roads and will not be Adopted by Barnet, I do believe that St George should make some provision for Residents Visitors Parking - *Some visitors parking is currently provided The applicant is in the process of conducting a parking survey on the site. It is hoped that it will be possible to provide feedback on this in the addendum to the report.*

From the information taken from the Barnet Web Site, it looks like the building on plot C10 will increase to 20 stories from an original height of 14, 15 and 16 stories. This increase in height will affect the general look of the area and a building of 20 stories will be very overbearing especially when the other corner buildings within Beaufort Park are no more than 13 stories high I believe that building a 20 storey high block will make the development closed in and take away from the open area that I bought into. St George has stated that it is necessary to increase the height of C10 as "C10 is a key landmark building and is designed to turn the corner of The Boulevard and to positively address The Residential Square. The same affect can be achieved with a building of 16 stories. - *The application has subsequently been amended to reduce the height of the tallest block to that previously approved. This is considered acceptable.*

There is a report from Anstey Horne regarding Daylight and Sunlight matters. It is also noted that they refer to the affect this may have on buildings outside the development. There is no correspondence regarding the affect the increase in height of Block C10 or any of the other Blocks C5 to C12 will have on the existing buildings in Beaufort Park especially the affect this will have on Blocks A7, A8 and A9. Please could you let me know how this will affect these blocks and any other adjacent blocks? - *The impact on neighbouring blocks is considered acceptable in terms of the impact on light, privacy and outlook.*

St George have already been granted planning permission in 2007 to increase the number of Residential and Non Residential units from 2800 units to 2990 units (equating to 6%) They are now asking to increase this to 3091 units in this phase (equating to a further 3%). Whilst St George has stated that they will reduce the numbers of residential units being built in the next phase to keep the total to 2990 units, what guarantees do I have that once planning permission has been granted for the 3091 units that they will in fact reduce the massing in this last phase?. - *Under*

the terms of the outline permission the development cannot exceed 2800 homes. (Combined with application reference W00198BT/07 this is 2990). In the view of officers to built more than this number of units than 2990 under the current permissions would be outside of the terms of the original outline permission.

I feel that the increase in height of these buildings and increase in DENSITY of residential units will have a detrimental effect on the quiet enjoyment of my property.- Whilst it is acknowledge that more units are being brought forward at this stage, it is not considered that this would unduly harm residents on the development.

4. EQUALITIES AND DIVERSITY ISSUES

important duties on public authorities in the exercise of their functions, including a duty to have regard to:

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

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

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

Officers have in the preparation of 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 needs of disabled people are catered for. The proposals are in accordance with national, regional and local policy by establishing high quality inclusive design, providing an environment which is accessible to all and which can be maintained over the lifetime of the development.

The proposals do not conflict with either Barnet Council's Equalities Policy or the commitments set in our Equality Scheme and supports the council in meeting its statutory equality responsibilities.

The application is for the approval of reserved matters in reference to blocks C5 to C12 at Beaufort Park. Clear signage will denote disabled car parking spaces. “Level” access will be provided into all buildings, to the commercial and residential use types alike, in accordance with Building Regulations Part M and the Equality Act.

The proposals do not conflict with either Barnet Council's Equalities Policy or the commitments set in our Equality Scheme and supports the council in meeting its statutory equality responsibilities.

5. CONCLUSION

This application represents a key phase of a major regeneration 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. The design would provide a high quality residential environment while respecting the character and context of the buildings setting. **Approval** of this reserved matters submission is therefore recommended.

SITE LOCATION PLAN:

**Blocks C5 to C12, Beaufort Park (Land at Former
RAF East Camp Site), Aerodrome Road/
Grahame Park Way, Hendon, London, NW9**

REFERENCE:

H/00146/12



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