

**LOCATION:** British Library Newspapers, 130 Colindale Avenue, London, NW9 5HE

**REFERENCE:** H/05856/13                      **Received:** 29/11/2013

**Accepted:** 12/12/2013

**WARD:** Colindale                              **Expiry:** 13/03/2014

**Final Revisions:** 30/06/2014

**APPLICANT:** Fairview New Homes Limited

**PROPOSAL:** Demolition of all existing buildings; redevelopment to provide 395 flats, 772sqm of retail/financial/professional/restaurant/cafe uses (Use Classes A1/A2/A3) and 112sqm of floorspace for retail/financial/professional/restaurant/cafe uses (Use Classes A1/A2/A3) or community use (Use Class D1) in six blocks ranging from 4 to 11 storeys; associated highways and public realm works including formation of piazza adjacent to Colindale Avenue and Colindale Park; associated access from Colindale Avenue, internal street network, car and cycle parking, refuse storage, landscaping and amenity space provision; associated plant and relocation of existing substation

## **APPLICATION SUMMARY**

The Colindale Area Action Plan (CAAP) identifies the sites on the south side of Colindale Avenue for housing growth, complimentary retail uses to form a new neighbourhood centre and the formation of new public realm to form the public transport interchange for Colindale.

The proposed development would deliver a number of CAAP objectives, including the southern part of the station piazza and the complimentary retail uses also proposed. The scheme would also make a significant contribution towards the borough's housing delivery targets and these homes would be located in a highly sustainable location. This recommendation also incorporates measures to ensure that the adjacent Colindale Business Centre site can come forward for comprehensive development.

The scheme would achieve a high standard of design, which will ensure that this high density development would have an acceptable visual impact in relation to its surroundings. Strong controls are in place to ensure that the buildings are constructed to a high standard of detailing. The layout of the proposal would ensure a legible network of quiet residential streets and would enhance the setting of Colindale Park, whilst providing high quality homes for future residents, with appropriate amenity space provision.

A high standard of landscaping is proposed and the scheme also incorporates proposals to widen and enhance the entrance to Colindale Park and the landscape along the edges with the site. The development would result in the limited removal of the existing trees from the site. However, none of these are protected by a preservation order and it is considered that the replacement

planting proposed provides adequate mitigation for the vegetation which would be lost in this instance.

The development would provide an appropriate mix of unit sizes and tenures and would deliver 23% affordable housing by unit number, which is considered to be the maximum level possible, having regard to the viability of the development.

The scheme provides an appropriate level of car parking on site, with the emphasis on parking restraint in this accessible location. A contribution has been secured to ensure that parking controls can be implemented on surrounding roads should overspill parking occur. Alongside this, Travel Plans will encourage users of the site to use more sustainable modes of transport and further mitigation will be secured by condition to control details of construction, delivery and servicing and car parking management.

The application includes a number of measures to achieve a good standard in respect of sustainable design and construction. The new homes would meet Code for Sustainable Homes Level 4 and the commercial units would meet BREEAM 'Excellent'. There are also requirements for appropriate biodiversity mitigation and enhancement measures which are ensured through the conditions recommended.

A number of conditions and planning obligations have been recommended to ensure that the development achieves a suitable quality of residential environment, does not cause any unacceptable harm to the amenities of neighbouring occupiers or biodiversity, achieves the benefits that the submission advances in support of the scheme and mitigates any potential adverse impacts from the proposal, such as from sources of land contamination or surface water flood risk.

All relevant policies contained within the development plan, as well as other relevant guidance and material considerations, have been carefully considered and taken into account by the Local Planning Authority. It is concluded that the proposed development generally and taken overall accords with the relevant development plan policies. It is therefore considered that there are material planning considerations which justify the grant of planning permission. Accordingly, subject to the satisfactory completion of the Section 106 Agreement, approval subject to conditions is recommended.

## **RECOMMENDATION APPROVE SUBJECT TO:**

### **Recommendation 1**

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

### **Recommendation 2**

Subject to Recommendation 1 above, the applicant and any other person having a requisite interest be invited to enter by way of an agreement into a planning obligation under Section 106 of the Town and Country Planning Act

1990 and any other legislation which is considered necessary for the purposes of seeking to secure the following:

- (a) Legal Professional Costs Recovery  
Paying the Council's legal and professional costs of preparing the Agreement and any other enabling arrangements.
- (b) Enforceability  
All obligations listed below to become enforceable in accordance with a timetable to be agreed in writing with the Local Planning Authority.
- (c) Affordable Housing – On Site  
Provision of 91 affordable housing units (including full nomination rights on these units) on the site in accordance with the following mix:-
  - Affordable Rent*
  - 23 x 1 bed, 2 person
  - 9 x 2 bed, 4 person
  - 26 x 3 bed, 5 person
  - Intermediate*
  - 2 x 1 bed, 1 person
  - 13 x 1 bed, 2 person
  - 3 x 2 bed, 3 person
  - 9 x 2 bed, 4 person
  - 6 x 3 bed, 5 person
- (d) Affordable Housing – Review Mechanism  
Upon occupation of 80% of the private market housing units, the viability of the development shall be re-appraised and, if deemed viable to do so, a financial contribution shall be paid towards the provision of affordable housing in the Borough, limited to a maximum of the equivalent value of 17% of the units proposed.
- (e) Notting Hill Housing Construction Training Initiative  
To enter into a formal agreement with the Notting Hill Housing Trust to include provision for the following:-
  - (a) The agreed number of trainee places to be provided on the site of the Affordable Housing Scheme and the duration of each placement;
  - (b) A commitment by the Owners to pay a percentage of the build costs in respect of the Affordable Housing Scheme such payment to cover general running costs such as trainees' fees fares and tools;
  - (c) A commitment by the Owners to pay a "provisional sum" expressed as a percentage of the build costs in respect of the Affordable Housing Scheme to cover trainees' wages.
- (f) Travel Plan  
The applicant shall enter into a strategic level Travel Plan that seeks to reduce reliance on the use of the private car and to ensure the sustainability of the development. The Travel Plan shall include the following obligations to facilitate modal shift in the

choice of transport mode available to occupiers of the residential units as follows:-

- (i) The Travel Plan shall link in with the Car Club provided on the main Colindale Hospital development and shall provide suitable dedicated car club parking spaces;
  - (ii) Provision of a Travel Incentive Fund of £300 per unit (**£118,500** total cost to the applicant) to provide two of the three incentives set out below to first occupiers:
    - (a) £150 towards Oyster card credit;
    - (b) £150 towards lifetime Car Club membership and associated Car Club usage;
    - (c) £150 voucher for purchasing a bicycle.
  - (iii) The Travel Plan shall include an evidence based target for take up and provision of these incentives.
- (g) Travel Plan Monitoring Contribution  
Payment of a financial contribution of **£15,000** to the Council towards its costs in promoting more sustainable modes of transport and monitoring the Travel Plan that will be submitted for the development.
- (h) Parking Restriction Contribution  
A contribution of **£7,000** towards the modification of parking restrictions along Colindale Avenue.
- (i) Parking Permit Exemption  
A contribution of **£5,000** in order to facilitate a parking permit exemption scheme for residents of the development.
- (j) Pedestrian Environment Contribution  
A contribution of **£40,000** towards improvements to pedestrian crossings and the pedestrian environment in the vicinity of the development.
- (k) Colindale Park Landscaping  
The developer to carry out a scheme of landscaping in Colindale Park, adjacent to the site boundary, subject to the granting of a license by the Council and subject to the approval of detailed planting plans for these areas (up to a value of £40,000).
- (l) Community Space  
The construction and fit out (to shell and core standard) of the community space on the ground floor of Block A. If after a period of 18 months following commencement of marketing, the unit is not taken up for community use, an A1/A2/A3 use can commence.
- (m) Apprenticeships  
The applicant shall secure the provision of a minimum of:
  - 2 x Level 2 apprenticeships
  - 3 x Level 3 apprenticeships
  - 1 x Level 4 apprenticeships (or alternative graduate scheme to be agreed)

including costs of wages and training to be delivered in line with the National Apprenticeship Service Framework.

- (n) Road link to Colindale Business Centre  
The provision of a road link and access between the application site and Colindale Business Centre, at a time to be agreed, to facilitate the functional operation of the completed development on the adjacent site.
- (o) Monitoring of the Section 106 Agreement  
A contribution of **£2,000** index linked towards the monitoring and management of the S106 planning obligations.

**Recommendation 3:**

That subject to Recommendation 1 and upon completion of the agreement specified in Recommendation 2, the Acting Assistant Director of Planning and Development Management approve the planning application reference H/05856/13 under delegated powers subject to the following conditions and any changes to the wording of the conditions considered necessary by the Acting Assistant Director for Planning and Development Management:

**COMMENCEMENT**

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

Reason:

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

**PLANS OF THE DEVELOPMENT**

2. The development hereby permitted shall be carried out in accordance with the following approved plans:
- 1301-P-1000
  - 1301-P-1010
  - 1301-P-1000
  - 1301-P-1050 Rev P1
  - 1301-P-1051 Rev P3
  - 1301-P-1052
  - 1301-P-1053
  - 1301-P-1054
  - 1301-P-1055
  - 1301-P-1056
  - 1301-P-1057
  - 1301-P-1058 Rev P1
  - 1301-P-1059 Rev P1
  - 1301-P-1060
  - 1301-P-1061

1301-P-3500 Rev P3  
1301-P-3501 Rev P3  
1301-P-3502  
1301-P-3503 Rev P3  
1301-P-3505  
1301-P-3506  
1301-P-3507  
1301-P-3510 Rev P1  
1301-P-3511  
1301-P-3512 Rev P1  
1301-P-3513 Rev P1  
Design and Access Statement

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.

**MATERIALS & DETAILING**

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

Reason:

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

4. The development shall be carried out and constructed in accordance with the detailed bay studies and schedules set out below. For the avoidance of doubt, any features shown on these bay studies (e.g. balconies, balcony frames, recessed balconies, skyrooms, window reveals, brick banding, core entrances) where they represent specific parts of the development shall be taken to represent all features of that type throughout the development.

List of drawings:

1301-P-4500  
1301-P-4501  
1301-P-4502  
1301-P-4503  
1301-P-4504  
1301-P-4505  
1301-P-5000  
1301-P-5001

1301-P-5002  
1301-P-5003  
1301-P-5004  
1301-P-5005  
1301-P-5010  
1301-P-5011  
1301-P-5015 Rev P1  
1301-P-5020  
1301-P-5021  
1301-P-5022

Reason:

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

**SITE LEVELS**

5. Notwithstanding the details submitted in the drawings otherwise hereby approved the development is not to commence unless and until details of the levels of the proposed buildings, roads, footpaths and other landscaped areas relative to adjoining land and any other changes proposed in the levels of the site associated with the works permitted by this permission shall have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in accordance with such details as so approved before the dwellings approved are occupied.

Reason:

To ensure that the development is carried out at suitable levels in relation to the highway and adjoining land having regard to drainage, gradient of access, the amenities of the area and neighbouring occupiers and the health of any trees or vegetation in accordance with policies DM01, DM04 and DM17 of the Barnet Local Plan and policies 7.2, 7.3, 7.4, 7.5, 7.6, 7.13 and 7.21 of the London Plan.

**MEASURES TO ENSURE PRIVACY**

6. Notwithstanding the details shown on the plans submitted and otherwise hereby approved none of the buildings hereby permitted shall be occupied until details are submitted to the Local Planning Authority and approved in writing which specify all windows in the proposed buildings that are to be permanently glazed with obscured glass and fixed shut or provided with only a fanlight opening and the manner and design in which these windows are to be implemented. Before the buildings hereby approved are occupied the development shall be implemented in full accordance with the approved details and specifications and shall be permanently retained as such thereafter.

Reason:

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

7. Notwithstanding the details shown on the plans submitted and otherwise hereby approved Block B hereby permitted shall not be occupied until details are submitted to the Local Planning Authority and approved in writing which specify the details of the privacy screen to be installed adjacent to the podium courtyard garden for this block. Before Block B is occupied the development shall be implemented in full accordance with the approved details and specifications and shall be permanently retained as such thereafter.

Reason:

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

8. Notwithstanding the details shown on the plans submitted and otherwise hereby approved, the development hereby permitted shall not be occupied until details are submitted to the Local Planning Authority and approved in writing which specify the details of boundary treatments to be installed as part of the development. These details shall include materials, type and siting of all boundary treatments. The development shall be implemented in full accordance with the approved details and specifications and shall be permanently retained as such thereafter.

Reason:

To safeguard the privacy and amenities of the future occupiers of the proposed residential dwellings and in the interests of the appearance of the development, in accordance with polices DM01 and DM02 of the Barnet Local Plan.

## **COMMERCIAL USES**

9. Upon their first occupation, the commercial units on the ground floor of the buildings hereby approved shall be occupied for uses falling within Class A1, A2, A3 or D1 of the Town and Country Planning (Use Classes) Order 1987 and for no other purpose.

Reason:

To enable flexibility for the first occupation of the commercial units hereby approved, in accordance with policies DM12 and DM13 of the Barnet Local Plan.

10. Notwithstanding the potential initial uses that are permitted to occupy the commercial units on the ground floor of the buildings hereby approved as specified under condition 9 of this consent, following the first occupation and commencement of a use within each commercial unit, any subsequent change to an alternative use within those specified by this consent shall require the submission of a full planning application to the Local Planning Authority for express planning permission.

Reason:

To enable the Local Planning Authority to exercise control over future potential uses within the development to safeguard the amenities of occupiers of adjoining residential properties, in accordance with policy DM01 of the Barnet Local Plan.

11. The 112m<sup>2</sup> of floorspace hereby approved for purposes falling within Class D1 shall once a community use commences be occupied for community purposes only and shall not be used for any other purpose, including any other purpose within Use Class D1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order, with or without modification.

Reason:

To ensure the development is implemented in accordance with the permission sought and to enable the Local Planning Authority to retain control of the use of the floorspace within the Use Class specified so that occupation of the premises is for community use only and does not prejudice the amenities of future residential occupiers in accordance with policies DM01 and DM13 of the Barnet Local Plan.

12. Prior to the first occupation of the Class A1/A2/A3/D1 floorspace within the development hereby permitted, details of all mechanical plant associated with the selected use, including the proposed location for installation and an assessment of associated noise impacts, shall be submitted to and approved in writing by the Local Planning Authority. The report shall clearly outline mitigation measures for the development to reduce these noise impacts to acceptable levels. It should include all calculations and baseline data, and be set out so that the Local Planning Authority can fully audit the report and critically analyse the contents and recommendations. The development shall be implemented in accordance with the details as approved.

Reason:

To ensure that the development does not harm the amenities of the occupiers of neighbouring properties in accordance with policies DM01 and DM04 of the Barnet Local Plan and policy 7.15 of the London Plan 2011.

13. The ground floor commercial units hereby permitted (Use Classes A1/A2/A3/D1) shall not be open to customers before 07.00 hours or after 23.00 hours from Monday to Saturday or before 10.00 hours or after 22.30 hours on Sundays or Bank Holidays.

Reason:

To safeguard the amenities of occupiers of adjoining residential properties, in accordance with policy DM01 of the Barnet Local Plan.

**REFUSE AND RECYCLING**

14. Notwithstanding the details submitted with the application, before the development hereby permitted is brought into use or occupied details of the:
- i. Enclosures, screened facilities and/or internal areas of the proposed buildings to be used for the storage of recycling containers, wheeled refuse bins and any other refuse storage containers where applicable;
  - ii. satisfactory points of collection; and
  - iii. details of the refuse and recycling collection arrangements
- shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented and the refuse and recycling facilities provided fully in accordance with the approved details before the development is occupied and the development shall be managed in accordance with the approved details.

Reason:

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

**ACCESSIBILITY**

15. All of the new residential dwellings (Use Class C3) within the development hereby approved shall be constructed to meet and achieve the 'Lifetime Homes' standards, whilst the 36 units specified on the approved drawings to be wheelchair-adaptable and the 2 units specified on the approved drawings to be 'Wheelchair Homes' standards complaint shall be constructed as such.

Reason:

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

**SUSTAINABILITY**

16. All residential units (Use Class C3) in the development hereby permitted shall all be constructed to achieve not less than Code Level 4 in accordance with the Code for Sustainable Homes (or the equivalent standard in such measure of sustainability for house design which may replace that scheme). No dwelling shall be occupied until formal certification has been issued confirming that not less than a Code Level 4 has been achieved and this certification has been submitted to the Local Planning Authority.

Reason:

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

17. The non-residential elements of the development hereby permitted (Use Classes A1/A2/A3/D1) shall be constructed to achieve not less than BREEAM 'Excellent' in accordance with the relevant BRE standards (or the equivalent standard in such measure of sustainability for non-residential building design which may replace that scheme). The non-residential buildings shall not be occupied until formal certification has been issued confirming that not less than Excellent has been achieved and this certification has been submitted to the Local Planning Authority.

Reason:

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

18. Prior to the commencement of development hereby approved a strategy setting out how the development will connect to the single Energy Centre provided within the Colindale Hospital site under application H/00342/09 shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the details as approved and shall not be occupied until the applicant has demonstrated that the development has been connected to the Energy Centre.

Reason:

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

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

Reason:

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

## CONTAMINATED LAND

### 20. Part 1

Before development commences other than for investigative work:

- A contaminated land desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until these details are approved in writing by the Local Planning Authority.
- If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. This shall be submitted to, and approved in writing by, the Local Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable:-
  - a risk assessment to be undertaken;
  - refinement of the Conceptual Model; and
  - the development of a Method Statement detailing the remediation requirements.

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

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

#### Reason:

To ensure the development can be implemented and occupied with adequate regard for environmental and public safety and to comply with policy DM04 of the Barnet Local Plan.

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

#### Reason:

To ensure the development can be implemented and occupied with adequate regard for environmental and public safety and to comply with policy DM04 of the Barnet Local Plan.

## **BIODIVERSITY**

22. Prior to the commencement of the development details comprising a scheme of measures to enhance and promote biodiversity at the site as redeveloped shall be submitted to the Local Planning Authority and approved in writing. The scheme submitted shall include (but not be limited to) details of biodiversity enhancement measures related specifically to bats and birds. The approved scheme of measures shall be implemented in full in accordance with the approved details before the first occupation of the development.

Reason:

To ensure that the development represent high quality design and meets the objectives of development plan policy as it relates to biodiversity in accordance with policies DM01 and DM16 of the Barnet Local Plan and policies 5.11 and 7.19 of the London Plan.

23. Prior to the commencement of the development or the carrying out of any site clearance works, details comprising a scheme of measures to be put in place to ensure that the clearance of the site and construction of the development hereby approved is compliant with development plan policy and legislation on the protection of breeding birds, common toads and reptiles shall be submitted the Local Planning Authority and approved in writing. The site clearance works and construction of the approved development shall be carried out in full accordance with the scheme of measures approved under this condition.

Reason:

To ensure that the development meets the objectives of development plan policy as it relates to biodiversity in accordance with policies DM01 and DM16 of the Barnet Local Plan and policy 7.19 of the London Plan.

24. Notwithstanding the details contained in the submitted Landscape Strategy, prior to the commencement of the development, details of the proposed green and/or brown roofs (to include extent/siting, design specifications, planting/seeding plans and maintenance arrangements) shall be submitted to the Local Planning Authority and approved in writing. The development shall be carried out in accordance with the approved details and shall thereafter be retained and maintained as such.

Reason:

To ensure that the development represent high quality design and meets the objectives of development plan policy as it relates to biodiversity and urban greening in accordance with policies DM01 and DM16 of the Barnet Local Plan and policies 5.11 and 7.19 of the London Plan.

## **WATER AND DRAINAGE**

25. The development hereby permitted shall not commence until a drainage strategy detailing all on and off site drainage works (including Sustainable Urban Drainage Systems, such as permeable paving, attenuation measures and rainwater harvesting) to be carried out in respect of the development hereby approved has been submitted to and approved in writing by the Local

Planning Authority. No foul, surface or ground water shall be discharged from the development hereby approved into the public sewer system until the drainage works referred to in the strategy have been completed in their entirety.

Reason:

To ensure that the development provides appropriate drainage infrastructure and to comply with policy CS13 of the Barnet Local Plan and policies 5.13 and 5.14 of the London Plan.

26. The dwellings hereby approved shall have 100% of the water supplied to them by the mains water infrastructure provided through a water meter or water meters.

Reason:

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

27. Before the residential dwellings (Use Class C3) hereby permitted are first occupied details of the water efficiency measures to be installed in them to ensure that they achieve a water usage standard of not more than 105 litres per head per day shall be submitted to and approved in writing by the Local Planning Authority. The details provided shall include sufficient particulars to demonstrate how the water usage standard of not more than 105 litres per head per day shall be achieved, including dual flush (4 to 2.6 litre) toilets and flow restricted taps (maximum 5 litres per minute). The development shall be implemented in full accordance with the details as approved prior to the first occupation of the residential dwellings.

Reason:

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

## **LANDSCAPING**

28. Notwithstanding the details submitted and otherwise hereby approved, prior to the commencement of the development or any site works a detailed scheme of hard and soft landscaping and means of enclosure shall be submitted to and approved in writing by the Local Planning Authority. The details of landscaping and means of enclosure submitted shall include but not be limited to the following:

- the position of any existing trees and hedges to be retained or removed;
- details of all tree, hedge, shrub and other planting proposed as part of the scheme and all planting proposed for green walls and other soft landscaped structures, including proposed species, plant sizes and planting densities;
- means of planting, staking and tying of trees, including tree

guards, planter depths and a detailed landscape maintenance schedule for regular pruning, watering and fertiliser use;

- existing site contours and any proposed alterations to these such as earth mounding;
- details of all proposed hard landscape, including proposed materials, samples and details of techniques to be used to provide conditions appropriate for new plantings;
- timing of planting;
- details of all proposed boundary treatments, fencing, gates or other means of enclosure to be erected at the site.

Reason:

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

29. All work comprised in the approved scheme of hard and soft landscaping shall be carried out before the end of the first planting and seeding season following the first occupation of any part of the building or completion of the construction of the development, whichever is sooner.

Reason:

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

30. Any existing tree or hedge shown to be retained or trees, hedges or shrubs to be planted as part of the approved landscaping scheme which are removed, die, become severely damaged or diseased within five years of the completion of development shall be replaced with trees or shrubs of appropriate size and species in the next planting season.

Reason:

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

31. No site works or other works associated with this development shall be commenced before temporary tree protection measures to safeguard trees adjacent to the application site have been erected in accordance with details that have been previously submitted to and approved in writing by the Local Planning Authority. The tree protection measures approved shall remain in place until after the development works hereby consented are completed and no material or soil shall be stored within any of the protected areas during the works associated with this development.

Reason:

To safeguard the health of existing trees which represent an amenity feature

in accordance with policy DM01 of the Barnet Local Plan and policy 7.21 of the London Plan.

32. No site works or other works associated with this development shall be commenced before a method statement detailing the precautions to be taken to minimise damage to trees adjacent the site, in accordance with British Standard BS5837: 2012 *Trees in relation to design, demolition and construction - Recommendations*, has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in full accordance with the approved details.

Reason:

To safeguard the health of existing trees which represent an amenity feature in accordance with policy DM01 of the Barnet Local Plan and policy 7.21 of the London Plan.

- 33.. Prior to the commencement of the development hereby approved details of the location, extent and depth of all excavations for drainage and other services in relation to trees to be retained, or trees on adjacent sites, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with such approval.

Reason:

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

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

Reason:

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

35. The dwellings hereby approved shall not be occupied unless and until a Landscape Management Plan, including details of the long term design objectives, management responsibilities and maintenance schedules for all areas of the site, have been submitted to the Local Planning Authority and approved in writing. The management of the landscaping at the site shall be carried out in accordance with the details in the approved Landscape Management Plan.

Reason:

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

**NOISE AND AIR QUALITY MANAGEMENT AND MITIGATION**

36. No construction work in relation to the development hereby approved shall be carried out on the site at any time on Sundays, Bank or Public Holidays, before 8.00am or after 1.00pm on Saturdays, or before 8.00am or after 6.00pm on any other days.

Reason:

To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties in accordance with policies DM01 and DM04 of the Barnet Local Plan.

37. Before the development hereby permitted commences on site, details of all extraction and ventilation equipment shall be submitted to and approved in writing by the Local Planning Authority and implemented in accordance with the approved details before the use is commenced.

Reason:

To ensure that the proposed development does not prejudice the enjoyment or amenities of occupiers of adjoining residential properties in accordance with policies DM04 of the Adopted Barnet Development Management Policies DPD (2012) and 7.15 of the London Plan 2011.

38. Notwithstanding the Noise Report hereby approved, details of noise insulation measures to be incorporated into the development shall be submitted in writing to the Local Planning Authority and approved in writing before the commencement of development. The approved measures shall be implemented in their entirety before any of the units are occupied.

Reason:

To ensure that the amenities of occupiers are not prejudiced by rail and/or road traffic and/or mixed use noise in the immediate surroundings in accordance with policies DM04 of the Adopted Barnet Development Management Policies DPD (2012) and 7.15 of the London Plan 2011.

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

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

Reason:

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

40. Before development commences, a report should be carried out by a competent acoustic consultant and submitted to the Local Planning Authority for approval that assesses the likely noise impacts from the development of the ventilation/extraction plant. The report shall also clearly outline mitigation measures for the development to reduce these noise impacts to acceptable levels.

It should include all calculations and baseline data, and be set out so that the Local Planning Authority can fully audit the report and critically analyse the contents and recommendations. The approved measures shall be implemented in their entirety before (any of the units are occupied / the use commences).

Reason:

To ensure that the amenities of neighbouring premises are protected from noise from the development in accordance with policies DM04 of the Adopted Barnet Development Management Policies DPD (2012) and 7.15 of the London Plan 2011.

41. A scheme for acoustic fencing between the adjacent Colindale Business Centre and amenity areas within the development shall be submitted and approved in writing by the Local Planning Authority prior to development commencing. This scheme shall be fully implemented before the affected amenity areas are brought into use.

Reason:

To ensure that the proposed development does not prejudice the enjoyment of the occupiers of their home(s) in accordance with policies DM04 of the Adopted Barnet Development Management Policies DPD (2012) and 7.15 of the London Plan 2011.

42. Before the development hereby permitted commences, a scheme of proposed air pollution mitigation measures shall be submitted to and approved in writing by the Local Planning Authority. The approved mitigation scheme shall be implemented in its entirety before any of the units are occupied.

Reason:

To ensure that the amenities of occupiers are protected from poor air quality in the vicinity in accordance with policies DM04 of the Adopted Barnet Development Management Policies DPD (2012).

**TRANSPORT**

43. Notwithstanding the drawings hereby approved the swept paths on all movements to and from the main access including the emergency access, shall be submitted to, and approved in writing by, the Local Planning Authority prior to commencement of development. The development shall be carried out in accordance with the approved details and thereafter retained.

Reason:

To ensure the free flow of traffic is maintained and in the interest of highway safety in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

44. The development hereby approved shall not commence until a Car Parking Management Plan (CPMP) is submitted to, and approved in writing by the Local Planning Authority. The CPMP shall include the below details:
- i. notwithstanding the submitted parking layout, the modified layout showing all the spaces to be submitted for approval to the LPA. The parking layout to include spaces reserved for the car club;
  - ii. mark the standard spaces, possibly to be converted in the future and include the mechanism of how the conversion will be carried out;
  - iii. locations of the Electric Vehicle Charging Points (EVCP) with the overall provision 20% active and 20% passive,
  - iv. include details about monitoring the use of EVCP and converting from passive to active, if there is a demand.
  - v. marking the disabled parking spaces to be marked correctly on site prior to occupation. All car parking spaces for the disabled users should be as near as possible to main entrances.
  - vi. information about how disabled visitors will be accommodated
  - vii. details of the management company doing the enforcement measures on the unauthorised parking.
  - viii. all car parking spaces in this proposal shall not thereafter be used for any other purpose than parking and turning of vehicles associated with this development

The development shall be carried out and shall operate in accordance with the approved CPMP.

Reason:

To ensure that parking is provided and managed at the development in the interests of highway and pedestrian safety and the free flow of traffic in the area and in accordance with policies CS9 and DM17 of the Barnet Local Plan.

45. Prior to the commencement of the development hereby approved a Demolition and Construction Management and Logistics Plan shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in full accordance with the details approved under this plan. The Demolition and Construction Management and Logistics Plan submitted shall include, but not be limited to, the following information:
- i. details of the routing of construction vehicles to the site, hours of access, access and egress arrangements within the site and security procedures;
  - ii. site preparation and construction stages of the development;
  - iii. details of provisions for recycling of materials, the provision on site of a storage/delivery area for all plant, site huts, site facilities and materials;
  - iv. details showing how all vehicles associated with the construction works are properly washed and cleaned to prevent the passage to mud and dirt onto the adjoining highway;
  - v. the methods to be used and the measures to be undertaken to control the emission of dust, noise and vibration arising from construction works;
  - vi. a suitable and efficient means of suppressing dust, including the adequate containment of stored or accumulated material so as to prevent it becoming airborne at any time and giving rise to nuisance;
  - vii. noise mitigation measures for all plant and processors;
  - viii. details of contractors compound and car parking arrangements;
  - ix. Details of interim car parking management arrangements for the duration of construction;
  - x. Details of a community liaison contact for the duration of all works associated with the development.

Reason:

To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties and in the interests of highway and pedestrian safety in accordance with policies CS9, CS13, CS14, DM01, DM04 and DM17 of the Barnet Local Plan and policies 5.3, 5.18, 7.14 and 7.15 of the London Plan.

46. Prior to occupation of the development hereby permitted, the approved development shall make provision for cycle parking and cycle storage facilities in accordance with a scheme that shall be submitted to and approved in writing by the Local Planning Authority. Such spaces shall be permanently retained and made available for use thereafter.

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.

47. Before the ground floor commercial units within the permitted development are occupied a full Delivery and Servicing Plan (DSP) shall be submitted to and approved in writing by the Local Planning Authority. The development shall operate in accordance with the details approved unless otherwise agreed in writing by the local planning authority.

Reason:

In the interest of highway safety in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

## **LIGHTING**

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

Reason:

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

49. Prior to the first occupation of the development hereby approved, an External Lighting Assessment shall be submitted to and approved in writing by the Local Planning Authority. The External Lighting Assessment submitted shall detail the existing average night time luminance and light spread levels across the application site at night, identify the levels of light pollution received at the windows to residential properties within proposed development and, where appropriate, identify the measures to be used to mitigate the impacts of light pollution on the future occupiers proposed dwellings. Any light pollution mitigation identified in the External Lighting Assessment shall be implemented in full prior to the first occupation of the new dwellings in the development.

Reason:

To ensure the development provides adequate amenities of the future occupiers of the proposed dwellings and to accord with policy DM01 of the Barnet Local Plan.

## **TELECOMMUNICATIONS EQUIPMENT**

50. 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 the roof of 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 townscape and character of the area, so that it accords with policies CS5 and DM01 Barnet Local Plan.

51. 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 townscape and 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 informatives that it is recommended be included on the decision notice in respect of this application are set out in **Appendix 2** of this report. These include (as the first informative) 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 (published July 2011) and the development plan documents in the Barnet Local Plan (adopted September 2012). These statutory development plans are the main policy basis for the consideration of this planning application. A number of other documents, including supplementary planning guidance and national planning guidance, are also material to the determination of the application.

More detail on the policy framework relevant to the determination of this development and an appraisal of the proposal against the development plan policies of most relevance to the application is set out in subsequent sections of this report dealing with specific policy and topic areas. This is not repeated here.

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

##### The London Plan

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 11<sup>th</sup> 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 15<sup>th</sup> 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:

##### **Context and Strategy:**

1.1 (Delivering the Strategic Vision and Objectives for London)

**London's Places:**

2.6 (Outer London: Vision and Strategy); 2.7 (Outer London: Economy); 2.8 (Outer London: Transport); 2.13 (Opportunity Areas and Intensification Areas) and 2.18 (Green Infrastructure: the Network of Open and Green Spaces)

**London's People:**

3.1 (Ensuring Equal Life Chances for All); 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); 3.8 (Housing Choice); 3.9 (Mixed and Balanced Communities); 3.10 (Definition of Affordable Housing); 3.11 (Affordable Housing Targets); 3.12 (Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes); 3.13 (Affordable Housing Thresholds); and 3.16 (Protection and Enhancement of Social Infrastructure)

**London's Economy:**

4.1 (Developing London's Economy); 4.7 (Retail and Town Centre Development); 4.8 (Supporting a Successful and Diverse Retail Sector); and 4.12 (Improving Opportunities for All)

**London's Response to Climate Change:**

5.1 (Climate Change Mitigation); 5.2 (Minimising Carbon Dioxide Emissions); 5.3 (Sustainable Design and Construction); 5.4A (Electricity and Gas Supply); 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); 5.18 (Construction, Excavation and Demolition Waste); and 5.21 (Contaminated Land)

**London's Transport:**

6.1 (Strategic Approach); 6.2 (Providing Public Transport Capacity and Safeguarding Land for Transport); 6.3 (Assessing Effects of Development on Transport Capacity); 6.5 (Funding Crossrail and Other Strategically Important Transport Infrastructure); 6.7 (Better Streets and Surface Transport); 6.9 (Cycling); 6.10 (Walking); 6.11 (Smoothing Traffic Flow and Tackling Congestion); 6.12 (Road Network Capacity) and 6.13 (Parking)

**London's Living Places and Spaces:**

7.1 (Lifetime Neighbourhoods); 7.2 (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); 7.18 (Protecting Public Open Space and Addressing Deficiency); 7.19 (Biodiversity and Access to Nature); and 7.21 (Trees and Woodlands)

**Implementation, Monitoring and Review:**

8.2 (Planning Obligations); and 8.3 (Community Infrastructure Levy)

**Barnet Local Plan**

The development plan documents in the Barnet Local Plan constitute the

development plan in terms of local planning policy for the purposes of the Planning and Compulsory Purchase Act (2004). The relevant documents comprise the Core Strategy and Development Management Policies documents, which were both adopted in September 2012. The Local Plan development plan policies of most relevant to the determination of this application are:

**Core Strategy (Adopted 2012):**

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)

CS6 (Promoting Barnet's Town Centres)

CS7 (Enhancing and protecting Barnet's open spaces)

CS8 (Promoting a strong and prosperous Barnet)

CS9 (Providing safe, effective and efficient travel)

CS10 (Enabling inclusive and integrated community facilities and uses)

CS11 (Improving health and well being in Barnet)

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 (Adopted 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)

DM11 (Development principles in the town centres)

DM13 (Community and education uses)

DM14 (New and existing employment space)

DM15 (Green belt and open spaces)

DM16 (Biodiversity)

DM17 (Travel impact and parking standards)

Supplementary Planning Guidance and Documents

A number of local and strategic supplementary planning guidance and documents are material to the determination of the application.

**Local Supplementary Planning Documents and Guidance:**

Planning Obligations (April 2013)

Sustainable Design and Construction (April 2013)

Affordable Housing (February 2007)

Residential Design Guidance (April 2013)

Colindale Area Action Plan (March 2010)

## **Strategic Supplementary Planning Documents and Guidance:**

Draft SPG on Accessible London (April 2014)

Sustainable Design and Construction SPG (April 2014)

All London Green Grid (March 2012)

Shaping Neighbourhoods: Play and Informal Recreation (September 2012)

Housing (November 2012)

London Housing Design Guide

### National Planning Guidance

National planning policies are set out in the National Planning Policy Framework (NPPF). This 65 page document was published in March 2012 and it replaces 44 documents, including Planning Policy Guidance Notes, Planning Policy Statements and a range of other national planning guidance. The NPPF is a key part of reforms to make the planning system less complex and more accessible.

The NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development. The document includes a 'presumption in favour of sustainable development'. This is taken to mean approving applications, such as this proposal, which are considered to accord with the development plan.

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 Community Infrastructure Levy Regulations 2010

Planning obligations need to meet the requirements of regulation 122 of the Community Infrastructure Levy Regulations 2010 (as amended) to be lawful. Officers have concluded that the planning obligations recommended are legitimate and appropriate under these regulations. The applicant has agreed the obligations set out in Recommendation 2.

## **1.2 Key Relevant Planning History**

The planning history mainly comprises historic applications relating to the use of the site by the British Library and there is considered to be no application history that is of significant relevance to this proposal. An Environmental Impact Assessment (EIA) screening opinion relating to the proposed development was however adopted by the Council, as set out below:

H/02892/13 – EIA Screening Opinion. Decision: EIA not required, 02/08/2013.

## **1.3 Public Consultations and Views Expressed**

### **First Consultation (December 2013)**

#### Public Consultation

A total of 1,302 local properties and other bodies were consulted on the application by letter and email in December 2013. The application was also advertised on site and in the local press at that time.

The section below provides a summary of the comments received on the application. Responses are provided in the relevant section of the report.

### Number of Responses from Residents

**27 responses** to consultation were received, **1 generally in favour** of the development and **26 in objection**. **2 of the objectors have requested to speak** at committee (Andrew Dismore AM and Brian Turner). No responses supporting the proposal were received.

### Comments

**Colindale Business Centre:** Objection. Blocks B and D are sited adjacent to the boundary of the Business Centre and this would have a detrimental impact on the proposed residential development in terms of light, privacy and overlooking. The site would therefore not be developable on a viable basis.

*Officer Response: Officers have worked closely with both applicants to ensure that the two neighbouring schemes are compatible. To this end, the Colindale Business Centre scheme is expected to be amended shortly and a s.106 obligation has been agreed with Fairview to provide an important road link to enable the adjacent scheme to come forward.*

**Andrew Dismore AM:** Objection. Inadequate affordable housing provided. Concern about overdevelopment of the area generally. Excessive height proposed. Local roads and public transport will not cope and there will be an impact on the health service and utilities. Would result in localised flooding. The viability report should be published online. The parking ratio of 0.7 would be inadequate. The scheme should make provision for additional GP services. A light industrial or high tech business incubator should be provided on site to replace the jobs lost in the library closure.

*Officer Response: The applicant's viability assessment is a confidential document that cannot be made public, as it contains sensitive commercial information. The offer of 23% affordable housing per unit is the maximum viable contribution this development can make. The Council is engaging with NHS Property and Barnet CCG in relation to wider health needs for Colindale. The parking provision is in line with CAAP policy for highly accessible sites such as this. There is no clear policy requirement to provide employment uses – the site is allocated in the CAAP for residential development and jobs would be created through the commercial uses. Further responses are contained in the relevant appraisal sections.*

**Cllrs Johnson, Sargeant and Zubairi:** Concerns over inadequate parking provision. There should be improvements to public transport. The development should include health facilities. Concern over lack of affordable housing.

*Officer Response: The parking provision is in line with CAAP policy for highly accessible sites such as this. Improvements to public transport can be carried out using CIL monies. The Council is engaging with NHS Property and Barnet CCG in relation to wider health needs for Colindale. The offer of 23% affordable housing per unit is the maximum viable*

*contribution this development can make. Further responses are contained in the relevant appraisal sections.*

## **Residents**

The comments made by residents are summarised below:

### Housing

- The application documents do not specify the amount of affordable housing proposed, recent developments in the area have not contributed enough.
- Too many flats are being built in the area, which will unbalance the population – should be more homes with gardens.

*Officer Response: The offer of 23% affordable housing per unit is the maximum viable contribution this development can make. The mix of dwelling sizes and types is considered appropriate, given that the site is designated for high density development and is highly sustainable. Further responses are contained in the relevant appraisal sections.*

### Parking and Transport

- Parking provision of 0.7 per unit is insufficient.
- The development will increase traffic congestion on the local road network.
- Colindale tube station is extremely busy at peak times and bus routes are crowded – capacity should be increased.

*Officer Response: The parking provision is in line with CAAP policy for highly accessible sites such as this. The development would not unacceptably increase congestion on the local road network. Improvements to public transport can be carried out using CIL monies. Further responses are contained in the relevant appraisal sections.*

### Design and Appearance

- The proposed development should not be higher than the existing building and should not be 11 floors high.
- The existing building should be retained and converted, instead of redeveloped – although it is not listed, it has historical value.
- The visual appearance of the development would be out of character.

*Officer Response: The scale of the buildings proposed is considered appropriate for this sustainable location in the heart of Colindale and would be in keeping with the emerging character of the area. Upon investigation, it is considered impractical and unviable to convert the existing buildings. Further responses are contained in the relevant appraisal sections.*

### Amenity

- Scale of proposal will affect light and outlook to neighbours.
- Neighbours views would be obscured.
- The retail area would result in noise and disturbance.
- Would impact on local property values.

*Officer Response: The impact on daylight and sunlight to neighbours would be acceptable. Conditions are imposed to mitigate the possible noise impacts from the commercial uses. Loss of a private view and impact on property values is not a material planning consideration. Further responses are contained in the relevant appraisal sections.*

### Other

- Overdevelopment of the area generally and excessive density.
- Impact on green spaces, loss of grassland, trees and habitats.
- Development could lead to surface water flooding.

- It is unclear what retail outlets are proposed and if they are needed – there are a number of vacancies in recent developments.
- The residential development will be too close to adjacent office buildings and there would be a conflict between these uses.
- The development offers few opportunities for sport, economic development and employment.
- The tall buildings would affect wind and temperature in the public realm.
- GP services in the local area are already stretched and the development will increase demand for education.

*Officer Response: The density proposed is considered appropriate in this highly accessible location and the impact on microclimatic conditions would be acceptable. The modest tree loss associated with the proposal would be mitigated against through new planting and the ecological impact would be acceptable. The development would provide policy compliant levels of amenity, play space and open space. Conditions are imposed requiring surface water to be managed to avoid flooding. The commercial uses are proposed to create a retail hub around the station. The development would not unduly impinge on neighbouring businesses. Further responses are contained in the relevant appraisal sections. There is no clear policy requirement to provide sport or employment uses on this site, which is designated for residential development. The Council is engaging with NHS Property and Barnet CCG in relation to wider health needs for Colindale.*

## **Second Consultation (July 2014) – 7 additional flats**

### Public Consultation

All 1,302 local properties and other bodies were re-consulted on the application by letter and email in July 2014, as the application was amended to include 7 additional flats. The application was also again advertised on site and in the local press at that time.

The section below provides a summary of the comments received in response to this second consultation. Responses are provided in the relevant section of the report.

### Number of Responses from Residents

**4 responses** to consultation were received at the time of preparation of this report, both in objection. No responses supporting the proposal were received.

### Comments

**Andrew Dismore AM:** Objection, re-iterating concerns raised at first consultation.

The comments made by residents are summarised below:

- Building over grassland will increase surface water flooding.
- Current Fairview developments have inadequate privacy, green and play space.
- Community facilities should be provided.
- Impact on local roads, tube, doctors and schools.

- Existing building should be retained and should incorporate a museum.
- Increased pollution, traffic and noise.
- Loss of a view.

*Officer Response: These matters were raised as part of the first consultation and are therefore addressed above and in the relevant appraisal sections.*

## **Consultation Responses from Statutory Consultees and Other Bodies**

**Greater London Authority:** Whilst the principle of the development is supported, the application as submitted does not comply with the London Plan for the reasons set out below. Subject to resolution of these issues the scheme could be made acceptable:

**Loss of existing building:** The loss of the existing buildings is disappointing. However, given that none of the existing buildings are protected, and in light of the high quality nature of the scheme proposed, their demolition, whilst disappointing, is acceptable in strategic planning terms.

*Officer response: This is noted and also discussed in appraisal section 3.1.*

**Housing:** It is not possible at this stage to determine whether the proposal provides the maximum reasonable amount of affordable housing in accordance with the London Plan. The lack of intermediate housing raises strategic concern and is contrary to the London Plan. Further discussions regarding the proportion and mix of housing is required.

*Officer response: This is addressed in appraisal section 3.7.*

**Urban design and housing quality:** Whilst the design of the proposal is broadly supported, the applicant should review the southern edge of Block A to increase the level of ground floor interaction and activity. An updated schedule showing all units as meeting London Plan space standards should be submitted. The Council should secure quality design, detailing and materials.

*Officer response: Amendments have been submitted to introduce more activity to the southern elevation of Block A. It has been confirmed that all units meet London Plan internal space standards. As discussed in appraisal section 3.5, bay studies and schedules have been submitted to secure details such as window reveals and projecting balconies. These will be conditioned to be complied with, along with conditions requiring materials and landscaping to be approved.*

**Climate change adaption:** Whilst the overall package of sustainability measures is welcomed, the applicant should seek to increase the amount of biodiverse roofs within the development.

*Officer response: As discussed in appraisal section 3.14, the provision of green/brown roofs will be secured by condition.*

**Climate change mitigation:** The applicant should prioritise connection to the Colindale Community Energy System (CCES) and the link secured by the Council. It should be confirmed that the System will serve all parts of the development. The applicant should provide DER and TER output sheets for the residential dwellings.

*Officer response: A condition is recommended to require details of the connection to the CCES to be submitted and approved prior to commencement. The applicant has confirmed that all parts of the*

*development will be served and has provided the output sheets requested.*

**Transport:** The level of car parking should be reduced. The applicant should review the trip generation and modelling – once additional information is provided TfL can confirm the extent of mitigation required. Construction, delivery and servicing details should be secured by condition. Travel plans should be secured through the S.106. The applicant should seek to increase cycle parking around the station.

*Officer response: These matters are addressed in appraisal section 3.9.*

**Transport for London:** Car parking provision should be reduced. Provision should be made for car club spaces. Electric vehicle charging points should be provided as per London Plan requirements. The number of additional trips generated by the site is likely to be low and will not cause any capacity issues on the rail or bus network, but there is the potential to relocate bus stops. A contribution should be made towards step free access and towards the public transport interchange. Concerns raised over junction modelling. Contributions should be made towards pedestrian and cycling environment. Cycle parking complies with London Plan standards. Construction, delivery and servicing details should be secured by condition. Travel plans should be secured through the S.106.

**Environment Agency:** The submitted Flood Risk Assessment is satisfactory and the development should be carried out in accordance with its recommendations.

**Natural England:** The proposal would not affect statutory sites and impact on protected species should be assessed based on standing advice. There is scope for landscape and biodiversity enhancements.

**English Heritage:** No archaeological requirements recommended.

**London Fire and Emergency Planning Authority:** The scheme is satisfactory with regard to fire brigade access.

**Metropolitan Police (Secured by Design):** Satisfied that reasonable measures to mitigate the risk of crime and disorder have been incorporated into the design.

#### Internal Consultation responses

**Traffic and Development Team:** The proposal is acceptable, subject to conditions and s.106 obligations requested.

**Environmental Health Service:** The proposal is acceptable, subject to conditions relating to the impact of noise on the completed development and on neighbouring occupiers, along with air quality and contaminated land.

**Green Spaces:** Landscaping works to the park should be secured through s.106 obligations and maintained by the developer. Details to be agreed prior to commencement and relevant licences obtained.

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

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

The application site comprises a roughly rectangular area of land of 2.2 hectares in area, located on the south side of Colindale Avenue. The site is currently occupied by buildings of up to 6 storeys associated with the British Library newspaper and magazine collections, along with associated hardstanding, trees and grassland. The land slopes gently down from north to south and from east to west, towards the Silk Stream. The site is not within a conservation area and none of the buildings are subject to listing. Areas of mature trees and vegetation are located on the eastern, southern and western boundaries, although none are the subject of preservation orders.

The five buildings on the site date back to the 1930's and are all of brick construction, with the exception of one metal framed building. The main building is built on a slope and comprises 6 storeys. The boiler house and westernmost buildings are single storey, and the southernmost building is a two storey building which includes a basement area. Access to the site is from Colindale Avenue.

The area surrounding the application site contains a mixture of uses and building forms. Opposite the site is Colindale Underground Station and piazza, with the Former Colindale Hospital (Pulse) development beyond. Also opposite the site is a terrace of two storey residential dwellings facing Colindale Avenue. To the west of the site is Colindale Business Centre (126 Colindale Avenue), whilst to the south are allotment gardens. Immediately to the east is Colindale Park with the Northern Line railway beyond. Residential properties on Chequers Close and Rankin Close are also located close to the south west and south east corners of the site respectively.

Large retail warehouses and foodstores are located some 450 metres to the west of the site, along the A5. Further north (beyond the Pulse development) are Montrose Park and Silkstream Park providing playing fields, sports facilities and playspace. Significant development is taking place in the wider Colindale area including the Beaufort Park development, redevelopment of Grahame Park Estate and the now complete redevelopment of the former Brent Works site (now known as the Rhythm development).

### **2.2 Description of the Proposed Development**

Detailed planning permission is sought by the applicant (Fairview New Homes Ltd) for the redevelopment of the site to provide 395 flats, 772sqm of Use Class A1/A2/A3 space and 112sqm of floorspace to be used for either community uses (Use Class D1) or retail (Use Class A1/A2/A3). It is also proposed to carry out a range of associated works. A plan showing the layout of the site as proposed is provided in **Appendix 1** of this report.

The housing mix is set out in the table below. 27% of the flats would be family-sized three bedroom units. A total of 91 affordable housing units are proposed on site, equivalent to 23% of the number of units. All the new dwellings would be built to Lifetime Homes standards, 38 being Wheelchair Standard units.

Unit Type	Amount	% of Total
1 bed, 1 person	2	0.5%
1 bed, 2 person	116	29.4%
2 bed, 3 person	31	7.8%
2 bed, 4 person	140	35.5%
3 bed, 5 person	106	26.8%
Total	395	100%

772sqm of commercial floorspace is proposed and this would be located along the Colindale Avenue and Colindale Park frontages of Block A. This would comprise either Use Class A1 (retail), A2 (financial/professional services) or A3 (restaurant/café) floorspace. Also located adjacent to the Park would be an 112sqm ground floor unit for either community use (Use Class D1) or A1/A2/A3 use, which could accommodate a range of uses including a day care nursery.

In physical terms, the development would comprise 6 separate blocks, labelled A to F. Block A would face Colindale Avenue and Colindale Park and would comprise all the Use Class A1/A2/A3/D1 floorspace, which would be located on the ground floor frontages, with flats over. It would have an 11 storey feature corner with 9/10 storey shoulder blocks, which would be sited opposite the Underground Station. Other than this, the remainder of the scheme would be between 4 and 9 storeys and would be purely residential, comprising flats.

Vehicle access is proposed utilising a priority junction from Colindale Avenue to a network of internal streets. The main spine road running roughly north to south would provide access to parking courts to the west, serving Blocks B, D and F, whilst a one way route provides vehicle access around Blocks C and E.

Car parking would be provided through a mixture of undercroft podiums, open parking courtyards and on street spaces. Blocks A, B, C and E would have enclosed rear undercroft parking, which would also provide an amenity courtyard above for occupiers of these blocks. Blocks D and F would have open parking courtyards and there would be some on street provision, including some spaces assigned to the commercial space and a loading bay. The quantum and nature of parking proposed is set out in the below table:

Parking Type	Amount	Ratio
<b>Residential</b>		
Wheelchair Allocated	29	
Allocated	192	
<i>Total Allocated</i>	221	
Wheelchair Un-Allocated	10	
Un-Allocated	41	
<i>Total Un-Allocated</i>	51	
<b>Total Residential</b>	<b>272</b>	<b>70%</b>
Retail	6 + loading bay	
<b>Total</b>	<b>278</b>	<b>70% podium, 30% on street</b>

Cycle and refuse storage would generally be located in secure enclosures within the buildings, although some stand-alone enclosures are proposed adjacent to the western site boundary.

The building line is set back to allow a new area of public realm to be created adjacent to Colindale Avenue, which would also serve as a 'spill out' area for the commercial uses. The boundary fence adjacent to Colindale Park would be removed and vegetation thinned out to enable an extension of the park into the scheme and the entrance to the Park to be visually widened. The access roads, external parking areas and pedestrian footpaths would be constructed using a variety of hard surface materials and would be interspersed with planting.

The architecture of the proposed buildings would be contemporary, incorporating the use of two types of brick and metal cladding. The Colindale Avenue and Colindale Park frontages would incorporate varied storey heights and would have metal clad frame structures, as well as recessed and projecting balconies.

Pre-application advice was sought from the Council on the redevelopment of the application site.

In addition to the application drawings the documents accompanying the submission include the following:

- Planning Statement
- Design and Access Statement
- Landscape Strategy
- Transport Assessment, Appendices and Travel Plan
- Land Contamination Report/Geotechnical Assessment and Ground Investigation
- Ecology Report
- Statement of Community Involvement
- Drainage Statement incorporating Flood Risk Assessment
- Affordable Housing Viability Assessment
- Sustainability Statement and Energy Statement
- Noise Impact Assessment
- Air Quality Assessment
- Sunlight and Daylight Assessment
- Heritage Statement
- Arboricultural Report
- Socio-Economic Report

### **3. PLANNING CONSIDERATIONS**

#### **3.1 Principle of the uses proposed and delivery of CAAP objectives**

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 British Library site for mixed use housing led redevelopment, to include community and retail uses. CAAP policy 4.1(e) states that high density housing of approximately 150 dwellings per hectare would be appropriate on the site.

The scheme is also expected to deliver the southern part of the station piazza, which together with the northern piazza already constructed and the approved 'Aparthotel' scheme beyond will form the new public transport interchange for Colindale Underground Station, with a complimentary retail function.

#### Employment uses

Barnet Local Plan policies CS8 and DM14 seek to safeguard existing employment sites that meet the needs of modern business. Loss of employment floorspace will only be permitted where it can be demonstrated that a site is not suitable or viable for its existing or an alternative business use and that adequate marketing has been undertaken to demonstrate this. It is noted however that, whilst the site does generate some employment, it is a specialist use and is not strictly employment floorspace.

The CAAP acknowledges that there would be some loss of employment at the site, which the applicant estimates to be 27 full time equivalent jobs. It is expected however that this would be made up by the new retail provision, which could employ up to 36 people, albeit a different nature of employment. However, as mentioned the British Library's occupation of the site in connection with the curation of newspapers and magazines is a specialist use and the site is not considered to be in genuine business use at present, despite falling within the B8 Use Class. Furthermore, the CAAP identifies the site for housing led redevelopment and the principle of re-developing the site for predominantly residential use is considered acceptable in this case subject to compliance with other planning policies.

#### Community uses

Furthermore, the 'library' function of the site is specialist in nature and is not a community facility for the purposes of Barnet Local Plan policy DM13. The loss of the British Library's presence in Colindale would not result in a detrimental impact on the local community in terms of access to facilities. In addition, it is noted that a public library is to be provided as part of the nearby Grahame Park Estate scheme on Plot A8 (planning ref H/00320/14). Also, the proposed development would provide a community facility as required by the CAAP, in the form of an 112sqm ground floor unit that can be used for community purposes within Use Class D1. This could be occupied by a children's day care nursery or a community centre, for example. The legal agreement that would be completed following the committee resolution would ensure that this space is constructed to shell and core standard and offered to a suitable D1 occupier. A flexible consent is sought for this unit, giving the developer the ability to market the unit for retail use should no community user be found within 18 months of completion and this is considered reasonable.

### Retail uses

The CAAP identifies the site for new retail provision, as part of a new sustainable and walkable neighbourhood centre to serve the new and existing population of Colindale. CAAP policy 4.1(c) identifies a convenience store provision of up to 2,500sqm as being appropriate for the Colindale Avenue Corridor of Change, along with additional retail and other commercial floorspace. A total of up to 884sqm of Use Class A1/A2/A3 floorspace could be provided as part of these proposals, which coupled with the 1,138sqm to be provided as part of the Aparthotel development to be constructed to the north and a possible 287sqm on the Pulse development would result in a total provision of 2,309sqm in this part of the Opportunity Area. The convenience store is likely to come forward as part of the Peel Centre redevelopment, whereas what is proposed here are smaller complimentary units that perform a place making function. The amount and type of retail development proposed is considered to be appropriate to provide ground floor activity that would contribute towards the creation of a new vibrant neighbourhood centre for Colindale, in line with the objectives of the CAAP.

### Relationship with Colindale Business Centre

The adjacent site to the west, Colindale Business Centre, is included in the CAAP list of sites suitable for redevelopment, 'in the interests of comprehensive and well designed redevelopment of the south side of Colindale Avenue' (para 4.1.3). The owner of this site has submitted a planning application for a mixed use development (ref H/05703/13) and, in accordance with accepted practice where two adjacent willing landowners put forward proposals at the same time, officers have been working with both parties to ensure that the CAAP objective of a comprehensive design approach will be achieved.

As discussed in the below appraisal sections where relevant, the layout and scale of the development has regard the existing Business Centre building, as well as the proposed design and layout of the proposed development. Importantly, Fairview have agreed to provide road access between Blocks B and D to enable access to the rear of the adjacent development and to provide a visual and design link between the two sites and the adjacent Brent Works development, together providing a comprehensive and well thought out approach to development on this side of Colindale Avenue. Commercial terms between the two landowners have now been agreed and a s.106 obligation to provide this road link prior to occupation of the development has been agreed to by Fairview and is part of this recommendation. Whilst the Colindale Business Centre application itself is not reported on this agenda because it is in the process of being amended, this should not preclude permission being granted for development of the British Library site under the terms recommended in this report.

In summary, the proposed mix of uses proposed would accord with the site specific guidance set out in the CAAP. The scheme would also contribute to the local public realm, which the CAAP also requires, as well as providing a positive contribution towards the wider regeneration of Colindale, as discussed in more detail in the following appraisal sections.

## **3.2 Dwelling 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. 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.

The mix of dwelling types proposed in the building across the site is as follows:

- 2 x one bedroom one person flats (0.5% of dwellings)
- 116 x one bedroom two person flats (29.4% of dwellings)
- 31 x two bedroom three person flats (7.8% of dwellings)
- 140 x two bedroom four person flats (35.5% of dwellings)
- 106 x three bedroom five person flats (approximately 26.8% of dwellings)

The dwelling mix proposed, including around 27% of the total dwellings which would have 3 bedrooms, is considered to include an appropriate range of dwelling sizes and types that would make a useful contribution to meeting the needs of the growing and diverse population of the borough. It would be expected that this site would deliver a large proportion of smaller flats given the suggested density set out in the CAAP on account of the proximity to the station, but the provision of over 60% of the units for 4 or 5 person occupancy is strongly supported.

In light of these factors it is considered that, in this instance, the dwelling mix proposed is acceptable and compliant with planning policy in this instance.

### **3.3 Density of development**

London Plan policy 3.4 seeks to optimise the housing potential of sites and references the density matrix contained in Table 3.2 set out below. This provides a guide to appropriate density ranges for particular locations, depending on accessibility and setting.

Table 3.2 Sustainable residential quality (SRQ) density matrix (habitable rooms and dwellings per hectare)

Setting	Public Transport Accessibility Level (PTAL)		
	0 to 1	2 to 3	4 to 6
<b>Suburban</b>	<b>150-200 hr/ha</b>	<b>150-250 hr/ha</b>	<b>200-350 hr/ha</b>
3.8-4.6 hr/unit	35-55 u/ha	35-65 u/ha	45-90 u/ha
3.1-3.7 hr/unit	40-65 u/ha	40-80 u/ha	55-115 u/ha
2.7-3.0 hr/unit	50-75 u/ha	50-95 u/ha	70-130 u/ha
<b>Urban</b>	<b>150-250 hr/ha</b>	<b>200-450 hr/ha</b>	<b>200-700 hr/ha</b>
3.8-4.6 hr/unit	35-65 u/ha	45-120 u/ha	45-185 u/ha
3.1-3.7 hr/unit	40-80 u/ha	55-145 u/ha	55-225 u/ha
2.7-3.0 hr/unit	50-95 u/ha	70-170 u/ha	70-260 u/ha
<b>Central</b>	<b>150-300 hr/ha</b>	<b>300-650 hr/ha</b>	<b>650-1100 hr/ha</b>
3.8-4.6 hr/unit	35-80 u/ha	65-170 u/ha	140-290 u/ha
3.1-3.7 hr/unit	40-100 u/ha	80-210 u/ha	175-355 u/ha
2.7-3.0 hr/unit	50-110 u/hr	100-240 u/ha	215-405 u/ha

The application site is in a location with a PTAL of 4 (measured at the

Colindale Avenue edge of the site) and is within a suburban setting, as defined in the London Plan. The scheme averages 3 habitable rooms per unit. Taking these factors into consideration the London Plan density matrix would suggest a range of somewhere between 70 and 130 units per hectare or 200 to 350 habitable rooms per hectare (see table above). The CAAP designation states that residential development with a density of 150 units per hectare would be appropriate for this site, taking advantage of the location opposite the station.

On the basis of a site area of 2.2 hectares, the proposed development would have a density of 179 dwellings per hectare and 533 habitable rooms per hectare, which would exceed the 'optimum' density ranges in the London Plan and the CAAP designation. However, London Plan policy 3.4 makes it clear that it is not appropriate to apply the density ranges mechanistically. Factors such as local context, design and transport capacity are important considerations. In this instance, whilst the site is located in a suburban context, it is close to Colindale Underground Station in an area that is expected to become more 'urban' in the context of the wider plan for growth in the area. This intensification of Colindale has already begun with the redevelopment of the former Colindale Hospital site and the Brent Works development, which have densities of 165 and 150 dwellings per hectare respectively. In addition, the sensitive perimeter block design located adjacent to a park would result in a high quality appearance and residential environment that would respect its surrounding context, whilst delivering a good standard of housing in a sustainable location.

As the other sections in this report outline the proposal is considered to be compliant with the objectives of policies on good design, local context and character, providing acceptable amenities for future occupiers of the new development, transport matters and protecting the amenities of neighbouring occupiers.

Overall, taking account of the factors outlined above officers consider that the density of development proposed is acceptable in this instance.

### **3.4 Standard of accommodation provided and amenities of future occupiers of the proposed dwellings**

Local Plan policies require high quality design in all new development that creates attractive places which are welcoming, accessible and inviting. Policy DM01 states that proposals should be designed to allow for adequate daylight, sunlight, privacy and outlook for potential occupiers. Policy DM02 identifies standards that development will be expected to meet in relation to a number of matters, including the internal floorspace of new dwellings, outdoor amenity space and play space. Policy DM04 states that buildings should be designed to minimise exposure to air pollutants. The same policy states that proposals to locate noise sensitive development in areas with high levels of noise will not normally be permitted and also that the mitigation of any noise impacts will be expected where appropriate.

The London Plan contains a number of policies relevant to the provision of adequate amenities for future occupiers of new dwellings. These include requirements to provide high quality indoor and outdoor spaces, set minimum

internal space standards for different types of unit and seek accommodation which has an appropriate layout and meets the needs of its occupiers over their lifetime.

The council's adopted supplementary planning documents (SPDs), Sustainable Design and Construction and Residential Design Guidance, and the Mayors adopted supplementary planning guidance, Housing, provide more detailed guidance on a range of matters related to creating new dwellings that have adequate amenities for their future occupiers. These include, in both documents, identifying minimum sizes for private external amenity space (balconies or terraces). The Barnet standards in this regard equate to 5m<sup>2</sup> per habitable room, with balconies expected to be at least 1.5m in depth in order to be usable. The Mayoral standards on this matter equate to 5m<sup>2</sup> for 1 person or 2 person dwellings with an extra 1m<sup>2</sup> expected for each additional bed space proposed.

The Residential Design Guidance SPD identifies that there should be minimum distances of about 21m between properties with facing windows to habitable rooms and 10.5m to a neighbouring garden, in order to avoid overlooking in new developments.

#### Dwelling size

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

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

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

The submitted plans demonstrate that the proposed flats would comply with or exceed these standards across the scheme. The individual dimensions and room sizes within the flats would comply with the standards set out in Annex 1 of the London Housing SPG (or the London Housing Design Guide, as applies to affordable housing).

#### Dwelling outlook, privacy and overlooking

Development plan policy requires that new dwellings are provided with adequate outlook. It is noted that the proposed development is high density in nature, but the perimeter block layout and orientation of the blocks would optimise living conditions for future occupiers.

The layout would minimise the number of single aspect units and only 17 of the flats would be single aspect and north facing. The windows would, where possible, be floor-to-ceiling to maximise outlook and the extent of fenestration would generally exceed 20% of the floor area of each habitable room, as recommended in Table 2.4 of the Sustainable Design and Construction SPD.

It is noted that some of the building separation distances across the internal streets do not meet the 21m privacy distances set out in the Council's Residential Design Guidance SPD. However, a high density scheme in a growth area such as this would not necessarily be expected to meticulously comply with these standards. Officers consider that the separation distances of between 17-20m would in this instance be adequate to ensure acceptable living conditions, having regard to the relative scale of the blocks in the tighter areas of the scheme and the overall quality of the residential environment. In particular, the southern orientation of the courtyard spaces for Blocks A and B, coupled with the varying scale of buildings and breaks in the building lines would maximise outlook from within the scheme.

Blocks B and D would be close to the western boundary of the site with the Colindale Business Centre. This comprises a two storey building set away from the boundary and a two level multi-storey car park at the rear. The submitted section drawings demonstrate that there would be an acceptable relationship with this adjoining property in terms of outlook, privacy and overlooking, provided that suitable privacy screens are installed along the western side of the courtyard of Block B to prevent mutual overlooking and that the secondary windows in close proximity to the boundary are obscure glazed and fixed closed. Conditions have been recommended to secure this. The layout of the scheme would also not prejudice the future redevelopment of this adjacent site, which is identified in the CAAP for comprehensive redevelopment in conjunction with the other sites on the south side of Colindale Avenue (as discussed in more detail in appraisal section 3.1). Council officers have been in discussions with both developers to ensure that both proposals would be compatible.

The north facing flats in Blocks A and B would face out onto Colindale Avenue. The likely impact on noise levels to these units is discussed in more detail below. Given the separation distances between the development and neighbouring buildings, including the consented 18 storey Aparthotel development to be constructed to the north of the station piazza to the rear of Colindale Underground Station, the flats on this side of the scheme would have acceptable outlook and the SPD recommended privacy distances would be complied with. There would be adequate separation distances between Blocks E and F and the southern boundary of the site to ensure that the boundary vegetation here would not unduly impact on the outlook from these south facing units. Furthermore, the east facing flats in Blocks A, C and E would look out over Colindale Park, with reduced boundary landscaping, so would have an acceptable outlook.

In summary, subject to the conditions recommended it is considered that the design and layout of the windows, doors and amenity areas in the proposal are such that the new residential units would all be provided with an acceptable level of privacy and not suffer unacceptable overlooking. The proposal is therefore found to be acceptable in this regard.

#### External amenity space provision

Barnet Local Plan policy DM02 and London Plan policy 3.6 state that proposals for dwellings should make provision for play and informal recreation based on the expected child population generated and an assessment of future needs. According to the submitted Socio-Economic Report, the total

child yield of the development would be 97.

Guidance in Barnet's Residential Design Guidance SPD sets out minimum standards for outdoor amenity space provision in new residential developments. Flats are expected to be provided with 5m<sup>2</sup> of usable outdoor communal or private amenity space per habitable room proposed. For both houses and flats kitchens over 13m<sup>2</sup> are counted as a habitable room and habitable rooms over 20m<sup>2</sup> are counted as two habitable rooms for the purposes of calculating amenity space requirements.

All of the flats proposed, with the exception of 4, would have private balconies or terraces, all of which would meet the SPD minimum width requirement of 1.5 metres, therefore comprising usable amenity space. Each of the flatted blocks would also have private communal amenity space in the form of courtyards and podium gardens. The below table sets out the amount of private amenity space provided by the scheme, as well as the total amount of publically accessible open space that would be created.

Type	Amount (sqm)
Private open space on balconies and terraces	2604
Private communal space in courtyards and podium gardens	3933
<b>Total private space</b>	<b>6537</b>
Piazza and green finger street	3328
Improved area of Colindale Park	630
<b>Total public space</b>	<b>3958</b>

The below table summarises how the scheme performs against the Barnet Residential Design Guide overall requirement of 5sqm per habitable room for amenity space provision and the GLA standard of 5sqm of balcony space for every 1-2 person dwelling with an extra 1sqm for each additional occupant.

	Requirement (sqm)	Scheme Provision (sqm)
LBB Standard	5865	6537
GLA Standard	2604	2604

The figures demonstrate that the scheme would exceed the local requirements and would comply with the GLA's standards on private balcony and terrace space. All of this space would be fully usable, would receive adequate light, natural surveillance and has the potential to accommodate high quality planting and other features (seating etc).

#### Daylight and sunlight

The submission includes an assessment of the daylight that would be received in the habitable rooms of the dwellings proposed. Using the methodology found in guidance from the Building Research Establishment this evaluation found that 99% of the habitable rooms proposed would meet the relevant daylight standards. In instances where one room in a flat does not comply, the other rooms in that unit would. In respect of sunlight, all but 17

of the new dwellings proposed would be dual aspect. The courtyard amenity areas would generally be open to the south and well lit. For these reasons the scheme is considered to be compliant with the objectives of development plan policy and provides an acceptable approach in terms of designing developments to maximise daylight and sunlight to new properties.

#### Noise and air quality

Subject to the glazing specifications recommended in the submitted Noise Report, principally elevations fronting the noisy Colindale Avenue, internal noise levels within the proposed flats would fall within British Standard and WHO guidance. A condition is recommended requiring a detailed scheme of noise insulation to be submitted and approved. In terms of the outdoor amenity space, it is expected that the majority of balconies, terraces and courtyards would comply with the WHO guidelines. The exception to this would be the balconies directly adjacent to Colindale Avenue, where the guidelines would be exceeded. However, taken in the round this would not be detrimental to the living conditions of future occupiers, as alternative quiet amenity space would be provided, in the form of the communal courtyards to which the occupiers would have access. The submitted Air Quality Assessment demonstrates that the proposal would not result in a breach of Air Quality Limit Value Regulations. A condition is also recommended requiring an acoustic fence to be installed between the development and the adjacent Colindale Business Centre, to ensure that vehicle movements and commercial activities from this adjacent site are not detrimental to the amenities of future occupiers of the development. The Council's Environmental Health Service considers the site to be suitable for residential use subject to the conditions recommended. The proposal is therefore found to be acceptable in respect of the noise and air quality environment that it would provide for the occupiers of the dwellings proposed.

#### Children's play space

London Plan policy 3.6 states that 'development proposals that include housing should make provision for play and informal recreation, based on the expected child population generated by the scheme and an assessment of future needs. The Mayor's Supplementary Planning Guidance Providing for Children and Young People's Play and Informal Recreation sets out guidance to assist in this process'.

As mentioned, the child yield of the scheme would be 97. Typically, it would be expected that a scheme of this nature would provide on-site play space for under 5s and 5-11 age groups, 12+ play space to be provided off site. In this context, it is noted that the scheme would provide 3,933sqm of private communal open space, which would ensure opportunities for doorstep play, which would greatly exceed the Mayor's SPG requirements. Furthermore, the scheme would be less than 100m from the existing play area in Colindale Park. Montrose Park is also within 400m from the site and provides further access to play space and sports pitches. The substantial CIL payment associated with this scheme can be used to upgrade existing children's play facilities in the vicinity of the site and it is therefore considered that on site provision of play space is not required in this instance.

#### Conclusions on the amenities of future occupiers

The scheme is found to be compliant with development plan policy as it

relates to the amenities of the future occupiers of the dwellings proposed and the design approach is considered, for the reasons outlined above, to provide future occupiers with acceptable amenities.

### **3.5 Design and character matters:**

The National Planning Policy Framework 2012 (NPPF) makes it clear that good design is indivisible from good planning and a key element in achieving sustainable development. This document states that permission should be refused for development which is of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions. It identifies that good design involves integrating development into the natural, built and historic environment and also points out that although visual appearance and the architecture of buildings are important factors, securing high quality design goes beyond aesthetic considerations.

Local Plan policy DM01 states that all development should represent high quality design that is based on an understanding of local characteristics, preserves or enhances local character, provides attractive streets and respects the appearance, scale, mass, height and pattern of surrounding buildings, spaces and streets.

The London Plan also contains a number of relevant policies on character, design and landscaping. Policy 7.4 of the London Plan states that buildings, streets and open spaces should provide a high quality design response that has regard to the pattern and grain of the existing spaces and streets in orientation, scale, proportion and mass; contributes to a positive relationship between the urban structure and natural landscape features, including the underlying landform and topography of an area; is human in scale, ensuring buildings create a positive relationship with street level activity and people feel comfortable with their surroundings; allows existing buildings and structures that make a positive contribution to the character of a place to influence the future character of the area; and is informed by the surrounding historic environment.

The CAAP also includes more specific policies relating to the quality of the built environment, which seek to ensure that new development in Colindale is genuinely sustainable, by creating places with a distinct identity where people want to be. The policy explanation to CAAP policy 5.1 (Urban Design in Colindale) states that *'development will respond positively to the character and opportunities of the site and provide high quality contemporary urban design and architecture in Colindale. Taller buildings will only be supported closer to the public transport interchange and on important sites and corners which aid legibility and will be required to meet stricter tests on environmental impact and design. Buildings on the Colindale Hospital site, British Library and Peel Centre West sites fronting Colindale Avenue should be around six storeys high to reflect the importance of the route but must respect and be sensitive to existing buildings, particularly historic listed buildings.'*

#### Layout

The proposed development builds on the principles that Fairview has applied on the nearby Pulse and Rhythm developments, in terms of the perimeter

block layout with parking generally concealed to the rear along with courtyard amenity space. In addition, it is a built form that has been employed quite successfully on the nearby Beaufort Park development, so is in keeping with the emerging pattern of new development in Colindale. In urban design terms, this layout has a number of advantages. It ensures that natural surveillance of the public realm is maximised, as front doors and windows are orientated towards the street. It enables car parking to be tucked away in rear undercroft areas so that a conventional street layout can be provided where on street parking does not dominate. Above these parking areas communal amenity courtyards can be provided, which compliments the private balconies and roof terraces also proposed. In addition, within the proposed layout there is good definition between public and private space, which has an overall security benefit for the wider community, and results in a more legible and permeable environment for pedestrians. The principle of this layout is therefore supported.

The proposed network of streets would provide a logical grid layout that would serve the development and provide legible new publically accessible routes between Colindale Avenue and Colindale Park, as well as an area of public realm to the south of the station. There would also be a link provided to the adjacent Colindale Business Centre site to enable this redevelopment to come forward, as required by the CAAP and discussed in more detail in appraisal section 3.1. Other than this link, there is no urban design or access requirement to provide a link through the site, instead the street network is conceived as a series of landscaped residential thoroughfares, providing a pleasant outlook for future occupiers and a choice of routes for pedestrians. This includes a wider landscaped 'green finger' leading from Colindale Park into the scheme, which would help to bring the feel of the Park into the development. The submitted Landscape Strategy shows a variety of hard surfacing materials to be used, which would ensure a high quality finish and different treatments would denote different areas of the street. Conditions are recommended requiring samples of these materials to be submitted and approved.

The street widths within the scheme would be between 15m and 20m. This would reflect the proposed residential character, which would result in intimate spaces for future occupiers to look out on and would provide an appropriate setting for the buildings. The submitted drawings and Landscape Strategy demonstrate that the opportunities for the provision of planting has been maximised and this would be secured through planning conditions recommended at the beginning of this report.

#### Public realm

As mentioned in appraisal section 3.1, the creation of a new piece of public realm is an important objective of the redevelopment of this site. Policy 4.1(a) of the CAAP states that development in the Colindale Avenue Corridor of Change will be expected to 'develop a dynamic new public transport interchange and associated pedestrian piazzas on Colindale Hospital/Station House site, British Library site and Peel Centre West site'. The CAAP intends this interchange to comprise pedestrian piazzas on both sides of the street, with the potential for a new station entrance on the south side of Colindale Avenue. The demolition of Station House as part of the Pulse development has enabled the formation of the northern part of the piazza, which will be

framed by the consented 18 storey Aparthotel development.

The application proposes an area of wide hardsurfaced public realm adjacent to Colindale Avenue, with complementary retail uses fronting onto it. The angled nature of the building line results in this space gradually widening towards the east, thereby forming a piazza 19m wide at the end of Block A. This would then return round Block A into the top of Colindale Park, providing additional spill out space for cafes and restaurants that would be located on the ground floor. The ground floor retail frontage and double height feature corner is an appropriate architectural response to this new space. The submitted Landscape Strategy sets out the various options considered for this area, which have been discussed in detail with the Council's Green Spaces team. The chosen option reflects the angled design of the corner feature and the angled seating area creates a 'square' to the park edge. The threshold to Colindale Park would be softened through the planting of a boulevard of trees and new grass. As part of this area is outside of the applicant's ownership, it is intended that the developer will carry out the works under a licence from the Council, with part of the area maintained by the developer and part maintained by the Green Spaces team. This approach will ensure the delivery of a high quality piece of public realm, which would be integrated with the park and would be a catalyst for future proposals for wider park improvements.

The redevelopment of the Peel Centre will deliver a widened area of public realm on the south side of Colindale Avenue with potential for an additional or widened pedestrian bridge crossing the northern line. There are no firm plans for this area at this stage, but importantly the design of this part of the scheme would allow for a future connection across the underground line, should this come forward as part of wider development proposals.

In summary, the proposal would deliver the objectives of the CAAP in terms of the provision of high quality public realm to cater for the expanding population of Colindale. The Landscape Strategy provides a good level of detail on the types of materials and planting to be incorporated. As mentioned, conditions are recommended to require details of planting plans and hardsurfacing treatments to be submitted and approved.

#### Relationship with Colindale Park

The proposal presents an opportunity to create a high quality 'park edge' along the boundary of the site with Colindale Park and improve links into this open space. At present, the site has a turfed area of between 25 and 50 metres in width between the park boundary and the nearest structure. The proposal would result in the buildings being closer to the park (between 8 and 21 metres) and there would be an increase in scale, so overall the scheme would be more visually imposing when viewed from the park. However, whilst Colindale Park provides a popular pedestrian and cycle route between the station and residential areas to the south, it is underused for amenity purposes. This is in part due to physical constraints such as the narrow entrance from Colindale Avenue, the unsightly boundary treatments and a lack of natural surveillance. There is therefore an opportunity to remove the unsightly security fencing, thin out the boundary vegetation and introduce more activity to the park by increasing pedestrian permeability and providing natural surveillance.

The design rationale attempts to echo an historic London square, with a variety of building heights and designs sitting together as a unified backdrop to what will feel like more of an urban space, in keeping with the high density development envisaged for this part of Colindale. This is considered to be an appropriate architectural response and the buildings fronting onto the park would have a strong vertical emphasis, with visual interest created through tall clad balcony frames, uniform balcony arrangements and breaks in the building line allowing views into the scheme.

The public realm proposals for the station piazza (mentioned above) set the tone for improved links between the site and the park and, importantly, have the effect of widening the northern entrance and providing active frontages at ground floor level, thereby encouraging more activity into the park. The new area of turf to the east of Block A would effectively be read as an extension of the park and this area would be free of boundary treatments. To the south of Block A, along the remainder of the park edge, the existing security fencing would be removed and replaced with low level railings. The dense vegetation along the boundary would be thinned out and the trees would either be removed or crown lifted (depending on health etc) to improve visual permeability and thoughtful new planting would soften the impact of the development. There would be a gated pedestrian entrance through the railings between Blocks C and E, which would give residents easy access between the amenity courtyard between these blocks and the children's play area to the south of Colindale Park. The s.106 obligation agreed to by Fairview would ensure that planting in the Park adjacent to the site boundary would be carried out, in order to soften the impact of the development and improve the Park environment.

In summary, the proposals would remove the physical constraints of the existing park, whilst improving natural surveillance and increasing activity. The architectural approach to the park edge is considered appropriate and the scheme should guide future Council proposals for wider improvements to the park and play space, for the benefit of existing and new residents of Colindale.

#### Quality of courtyards

The below table shows a comparison of the rear amenity courtyard spaces for some of the blocks on the Pulse development and those proposed as part of this scheme.

Block	Dimensions (metres)	Enclosure (storeys above courtyard)
<b>Pulse</b>		
B/C	60 x 20	9-3
G/H	40 x 40	10-4
M	45 x 26	7
N	20	8-4
Q	45 x 28	6-4
<b>Library Site</b>		
A	38 x 27	10-2
C/E	54 x 27	7-2

These figures show that the courtyard areas are comparable in terms of width and enclosure. However, the layout proposed as part of this application generally incorporates lower scale blocks to the south of these amenity spaces, thereby providing a more open aspect to the prevailing sun direction. For example, Block A has a small 2 storey element in its southern aspect, but is otherwise open, whilst Block E is only 3-4 storeys on the southern side of this courtyard. In comparison to Pulse and Beaufort Park, these courtyard amenity spaces would be lighter, more pleasant to be in and therefore more usable, which is supported. The layout of the scheme has therefore been designed to maximise the quality of the residential environment.

It will be important that high quality landscaping is proposed in these areas, in order to enhance the quality of these spaces. Some detailed section drawings and planting plans have been submitted and are considered satisfactory. Conditions are recommended to secure full details for the whole development prior to commencement, and to ensure that this landscaping is implemented and managed appropriately. This is discussed in more detail in appraisal section 3.8.

#### Building height and scale

The development proposes an 11 storey feature corner building in the north eastern corner, which would face the Colindale Underground Station piazza. This element would also have 9 and 10 storey 'shoulder blocks'. Barnet Local Plan policy CS5 states that 'tall buildings (8 storeys (or 26 metres) or more) may be appropriate' in the Colindale Avenue Corridor of Change, where this site is located. Policy DM05 follows on from this to set out five criteria for judging the acceptability of such proposals:

- i) an active street frontage where appropriate;*
- ii) successful integration into the existing urban fabric;*
- iii) a regard to topography and no adverse impact on Local Viewing Corridors, local views and the skyline;*
- iv) not cause harm to heritage assets and their setting;*
- v) that the potential microclimatic effect does not adversely affect existing levels of comfort in the public realm.*

Policy 5.3 of the CAAP states that 'taller buildings (in excess of 6 storeys) will only be located in the most sustainable locations which benefit from good access to public transport facilities and shops and services. The area immediately around Colindale Underground station will become the most sustainable location within the AAP'. In addition, the policy specifies that a tall building should be of excellent design quality in its own right, should enhance the qualities of its setting and provide a positive landmark.

The proposal would provide appropriate active frontages along the Colindale Avenue and Colindale Park frontages in the form of flexible commercial and community space (criteria (i)). Nearby heritage assets include the listed Aeroville properties to the north and the listed former hospital administration building within the Pulse development. Given the separation distances, the intervening scale of development on the Pulse site and the consented Aparthotel development, there would be no discernible effect on the setting of

these listed buildings, or any other local heritage assets, as a result of the proposal (criteria (iv)). The submitted Sustainability Statement concludes that the proposed development has been designed to meet the Lawson Criteria for Distress and Comfort (criteria (v)).

In terms of criteria (ii) and (iii), these relate primarily to visual impact and character. It is noted that the site is located at the top of the rise of Colindale Avenue, so is a fairly prominent location. However, any views of the development are likely to be from further afield with minimal impact and the proposal would not affect local viewing corridors, nor would it adversely affect the skyline. Furthermore, the scheme would be significantly lower than the consented 18 storey Aparthotel development to the north. In this context, the application documents demonstrate that the scheme would sit well within its context, forming a lower counterpoint to the Aparthotel building, framing the piazza at the public transport interchange and the top of Colindale Park.

Whilst there is some 2 storey housing on the opposite side of Colindale Avenue, the main bulk of the feature corner would be sited some 40 metres from the nearest property in this row – a comparable distance to the relationship between the Aparthotel development and these houses. To the west, the building scale would step down to 6 (with a recessed 7<sup>th</sup> in part) and 5 storeys as the set back from the street decreases. This is considered to be an appropriate design response and the other frontage Block B, at the westernmost part of the site, would have a similar scale and set back to the Brent Works development to the west. The proposal would therefore be in keeping with the new frontage development along Colindale Avenue. The scale and setback would be appropriate, respecting the existing low rise housing opposite, and the scheme would therefore successfully integrate itself into the existing urban fabric.

In urban design terms, it is considered appropriate to have a feature corner here to act as a landmark opposite the 18 storey Aparthotel scheme that is to be constructed to the north. In view of the prominent nature of this corner and given that this would be the main aspect for people arriving in Colindale from the Underground Station, it is important that this part of the scheme is of the highest design quality, whilst providing an appropriate degree of enclosure and definition for the piazza.

The feature corner would comprise a cluster of built elements, principally the main 11 storey brick element, with subservient 9/10 storey shoulder blocks that would be separated from the main block by recessed elements. The shoulder blocks would also be clad in a bronze metal cladding, which would contrast with the buff brickwork proposed for the main corner element. The visual relief in the elevations created by the recesses, skyroom features, projecting balconies and deep window reveals would create visual interest and soften the scale and bulk of this part of the scheme. The use of good quality buff brick and cladding materials will ensure a high quality finish and conditions are recommended to ensure that a satisfactory sample panel is constructed on site, and approved by officers, before construction commences.

The remainder of the scheme would be between 4 and 9 storeys and this would be in keeping with the pattern of new development locally, including the

Pulse and Beaufort Park developments. There would also be a variation in height throughout the scheme, including recessed top floors, to add visual interest and reduce any enclosing effect. Importantly, the scale of buildings would step down towards the southern boundary of the site where there is an open aspect to the allotments with 2 and 3 storey residential properties diagonally adjacent on Rankin Close and Chequers Close. The height and scale of the buildings proposed would have an acceptable relationship with the adjacent Colindale Business Centre as it currently exists, and would also be of an appropriate scale to the redevelopment proposals for this site that are under discussion with officers.

In summary, the height and scale of the various components of the scheme would be in keeping with the pattern of new development in this part of Colindale. The scheme would deliver high density housing in a quality environment, whilst respecting its surrounding local context and skyline. Subject to the use of high quality materials and detailing, as discussed below, the proposal would have an acceptable visual impact.

### Materials and Detailing

As mentioned above, the scheme has been designed to maximise visual interest through varied building heights, set backs and frame features. However, as with any development of this scale, there would be long elevations and large expanses of brickwork. It will be important therefore that high quality materials are used throughout and that sufficient detailing is incorporated into the design.

Detailed 'bay study' drawings have been submitted, which are listed and conditioned as approved plans to be complied and would control things like window reveal depths, brick returns and steps in building lines. A 170mm window reveal is proposed on the majority of public facing elevations, which is supported.

Officers are satisfied that the suite of documents submitted will give adequate control of detailed design matters on implementation of the development.

Unlike the Pulse development, which utilises a variety of materials and treatments throughout, this scheme proposes a more coherent language of materials to unify the buildings. Details of materials would be submitted pursuant to conditions, but a strong indication is provided with the submission, as set out below:

*Brickwork* – Two slightly contrasting buff bricks are proposed, the predominant one being lighter. It will be important that the chosen bricks have good tonal variation and texture to give a high quality finish and soften the impact of the larger expanses of brickwork.

*Windows and doors* – Grey uPVC or powder coated aluminium, details to be discussed and approved.

*Balconies* – The balconies, including the balcony frames, would be of bronze metal appearance. Many would have glazed balustrades, particularly those on the key elevations and within the recesses. Others would be solid metal or railings.

*Other features* – The projecting balcony frames, shoulder blocks on the feature corner and recessed storeys would be clad in an anodised aluminium

cladding. The balcony frame reveals would be treated with a coloured cladding board in a variety of subdued colours.

### Car Parking

The scheme has been designed to minimise surface car parking, mainly through the undercroft podium arrangements serving Blocks A, B, C and E. This concept has been employed on the Pulse development and at Beaufort Park. These would ensure that the majority of the car parking is contained under the blocks, resulting in a streetscape that is less cluttered and has greater scope for planting. This approach has led to some blank frontages at ground floor level, due to ventilation requirements, but these have been minimised. Blocks D and F do not incorporate undercroft parking and a surface car park is proposed in the south western corner of the site to serve these blocks. However, the requirement to provide HGV access to a pumping station in this area makes the provision of a podium between these blocks impractical. The surface car park would be largely concealed behind the blocks and would therefore not be overly apparent when viewed from the main spine road in the scheme. Overall, the scheme would minimise the amount of surface car parking, as well as minimising the visual impact of this by sensitive landscaping. In addition, the extent of hardsurfacing is the minimum required for vehicular and pedestrian circulation, as well as for emergency services access.

### Bin and Cycle Storage

As with Fairview's approach on the Pulse development, refuse bins would be stored within dedicated, ventilated areas within the blocks, with access to the street for collection. These storage areas would provide a convenient facility for residents, would be easily accessible for collection and would ensure that the visual impact of refuse is minimised. Cycle storage would also be contained within the blocks in convenient locations adjacent to parking areas or block entrances. Sheffield stands are also proposed in the public realm areas (10 in the piazza, 3 adjacent to the community space) and this is considered appropriate.

### Heritage assets

Many of the consultation responses from local residents have expressed concerns over the loss of the main library building, as well as the loss of the British Library's presence in Colindale more generally. However, the British Library's decision to move the collections from Colindale to their new state of the art facility in Boston Spa is a commercial decision and is not something the Council can have control over.

Local support for the retention and conversion of the existing building is noted. However, the structural nature of the building is such that it does not easily lend itself to residential conversion, particularly as part of a high density scheme as envisaged for this site by the CAAP. Furthermore, there are no buildings on the site worthy of statutory listing – English Heritage has issued a Certificate of Immunity from Listing until 2015 in respect of the site. The demolition of the existing buildings cannot therefore be prevented.

The closest heritage assets to the site are the listed former administration block on the former Colindale Hospital (Pulse) site (some 200m north), Aeroville (some 200m north east) and Platt Hall (some 300m east). Due to the

separation distances and intervening development, there would be no discernible impact on the setting of any of these heritage assets.

### **3.6 Impacts on amenities of neighbouring and surrounding occupiers and users:**

Local Plan policies seek broadly to promote quality environments and protect the amenity of neighbouring occupiers and users through requiring a high standard of design in new development. More specifically policy DM01 states that proposals should be designed to allow for adequate daylight, sunlight, privacy and outlook for adjoining occupiers and users. Policy DM04 identifies that proposals to locate development that is likely to generate unacceptable noise levels close to noise sensitive uses will not normally be permitted.

Barnet's Residential Design Guidance Supplementary Planning Document provides further guidance on safeguarding the amenities of neighbouring and surrounding occupiers and users. This includes stating that there should be minimum distances of about 21m between properties with facing windows to habitable rooms and 10.5m to a neighbouring garden, in order to avoid overlooking in new developments.

#### **Overlooking and loss of privacy**

There are a number of residential properties in close proximity to the application site, including the 2 storey housing on the north side of Colindale Avenue, the 3 storey flats on Chequers Close and the 2 storey housing on Rankin Close. At its closest point (Block B), the proposed buildings would be 22m from the front elevations of the facing dwellings on the north side of Colindale Avenue, thereby complying with the SPD standard. Block F would be located 30m from the nearest property on Chequers Close therefore comfortably complying with the standard, whilst there would be a separation distance of over 15m to the garden of this property. Block E would be sited some 32m from the adjacent property on Rankin Close, with over 20m separation to the garden of this property.

In terms of the impact on the adjacent Colindale Business Centre, it is noted that the principal windows in the rear of Block B would be 18m from the closest facing windows in the Business Centre. Whilst this would be below the SPD recommended distance of 21m, this would not be a significant shortfall and would be comparable to other separation distances within the scheme. Furthermore, these are largely commercial premises and cannot therefore be afforded the same separation as neighbouring residential properties, as the living conditions of the occupiers would not be unduly affected.

It is also noted that Colindale Business Centre has recently had approval under the prior notification procedure for residential conversion of the first floor (ref H/02976/14). This has been partially implemented. Regard has been had to the approved layout of this conversion, but the impact on these units would be acceptable. As mentioned above, whilst the separation distance to the closest facing windows of the Business Centre would not meet the SPD recommended distance, the shortfall would not be significant. In addition, the facing windows that are closest to the scheme would be secondary living room windows, so adequate outlook would be available from the primary windows serving these rooms. The 21m privacy distance would be complied

with in relation to other facing windows within the Colindale Business Centre.

A condition is recommended to ensure that the flank wall windows of Blocks B and D facing the Business Centre are obscure glazed and fixed closed. Also, as mentioned above, a condition is recommended requiring a privacy screen to be installed along the podium amenity space for Block B, to ensure that there would be no unacceptable overlooking of the Business Centre. Subject to these conditions the impact on adjacent occupiers in terms of overlooking and loss of privacy is considered to be acceptable.

#### Daylight and sunlight

The application is accompanied by an assessment (prepared by Savills) of the proposals impact on the daylight and sunlight received at neighbouring residential properties. This report finds that the relevant criteria relating to daylight and sunlight would be met at all neighbouring properties. It is therefore reasonable to conclude that there would be no significant adverse affects on the daylight or sunlight received at neighbouring residential properties. For the reasons outlined officers find that the application is acceptable in this regard.

#### Outlook and visual impact

The documents submitted with the application include plans showing the impact of the proposed development on properties in the area surrounding the site and show the relationship of the proposed buildings with neighbouring properties and spaces. As discussed, the closest existing residential properties to the application site are houses situated on the north side of Colindale Avenue and residential flats to the south on Chequers Close, Rankin Close and within the Colindale Business Centre.

It is noted that the proposed development would result in an increase in scale compared to the current situation. This would be apparent when viewed from all these neighbouring properties, as well as over the allotments to the south. However, the scheme has been designed to step down in scale towards these sensitive boundaries, generally being 4 or 5 storeys only. Also, as mentioned above, the separation distances to neighbouring properties are generous in most cases and comply with SPD privacy standards, with the exception of a minor shortfall to the Colindale Business Centre.

Overall, it is considered that the design, size and siting of the proposed buildings is such that they would not have an unacceptable visual impact or result in any significant loss of outlook at neighbouring properties and spaces. The application is therefore considered to be acceptable and compliant with development plan policy in these regards.

#### Noise

The residential dwellings proposed in the development are of a nature that they would be expected not to generate unacceptably high levels of noise and disturbance to the extent that they would harm the amenities of the occupiers of neighbouring properties in the normal course of their occupation. It is however noted that the use of the parking areas by vehicles, which is unavoidable due to the number of units proposed, could give rise to some noise emissions. The Council's Environmental Health Officer has commented that a condition should be imposed requiring an acoustic fence/barrier to be

provided where car parking spaces are proposed adjacent to residential boundaries, such as in the south western part of the scheme. Subject to this condition, it is considered that the use of the parking areas by vehicles would have an acceptable impact on the amenities of neighbouring occupiers.

Concerns have been raised by occupiers of the adjacent Colindale Business Centre that the proximity of residential flats within the scheme to the boundary of these commercial units would have an impact on the business uses that occupy this property. However, the occupiers of these commercial units are office occupiers (Use Class B1(a)), a use which by definition should not be detrimental to residential amenity. It is noted that there could be some vehicular movements associated with these uses close to the proposed flats, but it is considered that these would not be so significant as to unduly impact on residential amenity. Furthermore, a planning condition restricts deliveries and collections to and from the Business Centre, to between 8am and 7pm during the week and between 8am and 1pm on Saturdays. This is outside the hours that most residential occupiers would be asleep. Overall therefore, it is considered that the proximity of the proposed flats to the adjacent Business Centre would not unduly impact on the commercial uses going forward.

In addition to this a condition has been recommended to ensure that the construction of the development does not result in unacceptable levels of noise and disturbance. This includes the carrying out of the works within certain hours and in accordance with a Construction Management and Logistics Plan that has been previously agreed with the Local Planning Authority. Subject to these conditions the proposal is considered to be acceptable in terms of the noise impacts.

#### Impacts from lighting associated with the development

Policy DM01 of the Barnet Local Plan requires new lighting schemes to not impact upon amenity. A condition has been recommended requiring the implementation of the development in accordance with details of the external lighting installed as part of the development. Subject to this condition the proposal is considered to be acceptable and compliant with the objectives of policy in terms of preventing unacceptable lighting impacts from new development.

#### Conclusions

The proposed development is considered to be acceptable and compliant with the relevant development plan policies as they relate to the protection of the amenities of neighbouring and surrounding occupiers and users.

### **3.7 Affordable housing**

London Plan Policy 3.12 requires the maximum reasonable amount of affordable housing to be sought when negotiating on individual residential schemes, having regard to:

- Current and future requirements for affordable housing at local and regional levels identified in line with Policies 3.8 and 3.10 and 3.11.
- Affordable housing targets adopted in line with Policy 3.11.
- The need to encourage rather than restrain residential development (Policy 3.3).
- The need to promote mixed and balanced communities (Policy 3.9).

- The size and type of affordable housing needed in particular locations.
- The specific circumstances of individual sites.
- The resources available to fund affordable housing and maximise affordable housing output
- The priority accorded to affordable family housing provision

Affordable housing negotiations are required to take account of a site's individual circumstances, including development viability, the resources available from registered providers, the implications of phased development and other scheme requirements. London Plan policies also make it clear that affordable housing should normally be provided on site and off site contributions to affordable housing will only be accepted in exceptional circumstances.

This approach is reflected in Local Plan policy DM10 which requires the maximum reasonable amount of affordable housing to be provided on site, subject to viability, having regard to a borough wide target that 40% of housing provision should be affordable. To explain and justify this position the applicant has submitted a confidential report which evaluates the economic viability of the proposed development making a contribution to affordable housing provision. The Council has then commissioned the Valuation Office Agency (VOA) to independently review the viability report provided and examine its findings.

Taking account of the costs associated with bringing the development forward, including the associated planning obligations (set out in further detail below), and the value that the applicant would be likely to generate from the scheme, the VOA conclude that the application scheme can only provide 23% of the units as affordable housing (91 units, 24.7% of habitable rooms), based on the Council's preferred mix and a 64:36 split in favour of affordable rent (compared to the London Plan requirement of 60:40), as set out below:

*Affordable Rent*

23 x 1 bed, 2 person  
 9 x 2 bed, 4 person  
 26 x 3 bed, 5 person

*Intermediate*

2 x 1 bed, 1 person  
 13 x 1 bed, 2 person  
 3 x 2 bed, 3 person  
 9 x 2 bed, 4 person  
 6 x 3 bed, 5 person

Officers are satisfied that the conclusions of the VOA report are robust and represent an accurate representation of the viability of the scheme. In light of these circumstances in this instance the proposed affordable housing provision is considered to be acceptable and compliant with the objectives of planning policies. The affordable rented offer contains 40% 3 bed 5 person units and this is strongly supported as it would provide a high proportion of family accommodation. It is noted that the tenure split is not exactly as required by the London Plan, but this is due to the desire to contain the

affordable rented units within Block D only and for this practical reason the split proposed is considered acceptable.

A review mechanism has also been agreed as part of the s.106, which will ensure that the scheme is reappraised once the actual sales values of the flats are better established, and any additionality paid to the Council as a commuted sum towards the provision of affordable housing elsewhere in the Borough.

### **3.8 Impact on existing trees and proposed planting:**

Policy DM01(j) identifies that proposals will be required to include hard and soft landscaping that:

- i. Is well laid out in terms of access, car parking and landscaping.
- ii. Considers the impact of hardstandings on character.
- iii. Achieves a suitable visual setting for buildings.
- iv. Provides appropriate levels of new habitat including tree and shrub planting.
- v. Makes a positive contribution to the surrounding area
- vi. Contributes to biodiversity including the retention of existing wildlife habitat and trees.
- vii. Adequately protects existing trees and their root systems.

The policy also states (k) that trees should be safeguarded and when protected trees are to be felled the council will, where appropriate, require replanting with trees of an appropriate size and species.

#### *Tree loss*

The application submission includes an Arboricultural Report, incorporating a tree survey. This identifies that of the 31 individual trees and 2 groups of trees on the site, none of which are the subject of a Tree Preservation Order (TPO). The report identifies 2 trees that could be retained, but these are Category C trees with no particular merit. If they were to be retained however, they would impinge on the communal amenity space for Block F and the canopy spread would be close to the building, which could affect light and outlook. Overall, a better arrangement could be achieved through the removal of these trees and the provision of sensitive new planting. There is a possibility that some of the mature trees in the group adjacent to the Colindale Park boundary could be retained as part of the new landscaping along this boundary, depending upon the health of the individual trees and their reliance upon other trees and vegetation, which is to be removed.

#### *Landscape concept*

The scheme proposed includes a Landscape Strategy and detailed planting plans for some areas, which details the planting of new trees and additional landscaped areas to mitigate the trees and landscaping which would be lost through the works and also as part of providing suitable landscaping for the development more widely.



In terms of the public realm areas, the Landscape Strategy (LS) identifies four main character areas (as defined on the above diagram) with design principles for each:

**‘Heart’ of Colindale** – It is intended that this area would form the southern part of the station piazza, the northern portion already having been laid out adjacent to the station. As mentioned, this is a key deliverable for the scheme emerging from the CAAP. The LS aims to ensure that the northern piazza is reflected to create a unified ‘Heart’ of Colindale. The main principles are to ensure ease of movement between the site, Colindale Park and Colindale Underground Station, as well as creating a community space for residents and visitors’ use. Café and restaurant ‘spill out’ space would be provided adjacent to the ground floor retail units.

This would be achieved through the provision of a new public square surrounded by seating, with amenity grass extending southwards into the Park. The space adjacent to Colindale Avenue would incorporate ‘avenue’ style tree planting. An appropriate mix of hard surface treatments is proposed, including paving and resin bonded gravel.

**Park Edge** – This area comprises what would be the threshold between the new scheme and Colindale Park. As mentioned, the architectural rationale is for the buildings to reflect the appearance of an historic London square. It will be important therefore that the landscaped setting reflects this and the proposal is to remove much of the boundary vegetation and trees in order to increase visual permeability. New trees would be planted where possible,

although it is noted that planting within the site would not be possible along much of the boundary due to the siting of the road around Blocks C and E. Railings would define the boundary. The landscaping works shown on the application drawings for the Park would be carried out by Fairview under a licence obtained from the Council's Green Spaces team. Green Spaces have confirmed this approach is acceptable and conditions/s.106 obligations have been recommended and agreed to secure this.

**Green Finger** – This would draw the feeling of the Park into the development along a wider street. Careful design of the internal streets and on street parking has enabled the creation of a 10m wide green space between Blocks A and C, which would be fully usable and would provide a genuinely green street.

**Main Street** – The LS demonstrates that the scope for planting has been maximised throughout the streets and parking areas within the scheme. A mixed palette of hard surfacing is proposed for the internal street network to define pedestrian and vehicle routes, as well as raised surfaces and crossings – this is supported.

In terms of the private amenity areas, these would be laid out to ensure that the usability of the spaces would be maximised as they count towards communal amenity space provision. Accordingly, much of the courtyards and podium gardens are given over to amenity lawn, but this would be broken up by thoughtful tree and shrub planting. This would ensure an attractive outlook for residents and would create usable gardens that would be pleasant for people to be in.

#### *New planting*

Overall, up to 154 new trees would be planted under the submitted landscaping scheme, including 24 London planes within the public realm along Colindale Avenue and 9 oaks at the top of Colindale Park. A mixture of smaller trees would be planted along the internal streets and amenity areas, including cherry, field maple and Himalayan birch. Ground floor terraces would be enclosed with a variety of hedging types, including oval leafed privet, hornbeam and beech, whilst a mixture of shrub planting is also proposed to provide colour. Full planting plans, including plant sizes, densities and planter sizes has been provided for most of the development and a condition is recommended to ensure compliance with these plans, as well as requiring detailed plans for the remaining areas.

Officers consider that the new trees and other landscaping works proposed provide adequate mitigation for the existing trees and landscaping which would be lost in this instance. It is noted that none of the trees are protected by preservation orders and therefore all trees on the site could be removed without further reference to the Council. Conditions have been recommended to ensure that the trees and wider landscaping implemented as part of the proposal would be of a sufficient quality, including new trees of a suitable size and species as detailed in the submitted drawings. The conditions recommended also include requirements to ensure that appropriate measures are taken to protect the trees immediately adjacent to the application site, as well as any to be retained on the site as part of the scheme. Officers take the view that adequate consideration has been given to trees in this instance.

More generally the landscaping proposed for the site is considered to include an adequate balance of hard and soft surfaces, given the constraints of the scheme. It is noted that much of the site would be given over to surface car parking. However, this has been minimised where possible through a low parking ratio and the use of podium parking arrangements. The landscaping scheme includes new areas of lawn, trees and shrub planting and provides an appropriate setting for the buildings proposed. Conditions have been recommended to ensure that the landscaping finally installed is of an appropriate quality and makes a positive contribution to the area.

The management and maintenance of the planting will be very important and this is alluded to in the submitted Landscape Strategy and accompanying drawings. Accordingly, a condition is recommended requiring a Landscape Management Plan to be submitted and approved. This will include maintenance schedules, measures for replacement of dead or dying trees/shrubs and watering/pruning schedules.

Matters relating to access, parking and biodiversity and habitat provision are addressed in other sections of this report in full. However, in each of these regards the landscaping proposed is found to be acceptable.

It is concluded that the scheme provides adequate mitigation for the existing trees and other landscaping which would be lost as part of the works proposed and that the development is acceptable and compliant with policy in respect of tree and landscaping matters with the conditions recommended.

### **3.9 Transport, parking and highways matters:**

#### Policy context

Policy CS9 of the Barnet Core Strategy (Providing safe, effective and efficient travel) identifies that the Council will seek to ensure more efficient use of the local road network, seek more environmentally friendly transport networks, ensure that development is matched to capacity and promote the delivery of appropriate transport infrastructure. Policy DM17 (Travel impact and parking standards) of the Barnet Development Management Plan Document sets out the parking standards that the Council will apply when assessing new developments. Other sections of policies DM17 and CS9 seek that proposals ensure the safety of all road users and make travel safer, reduce congestion, minimise increases in road traffic, provide suitable and safe access for all users of developments, ensure roads within the borough are used appropriately, require acceptable facilities for pedestrians and cyclists and reduce the need to travel.

Major development proposals with the potential for significant trip generation will be expected to be in locations which are, or will be made, highly accessible by a range of modes of transport and supported by a Transport Assessment that fully assesses the transport implications of the development across all modes. Larger schemes are also required to implement and maintain a satisfactory Travel Plan to minimise increases in road traffic and meet mode split targets.

### Site Location and Surrounding Area

The development site was used by the British Library as a newspaper archive facility with very few staff. The site included 40 car parking spaces with access off Colindale Avenue and is in very close proximity to Colindale Underground Station. When the site was open and operational it attracted some visitors and had few deliveries.

The site is located on Colindale Avenue, directly opposite the Chalcot Road junction (which serves the former Colindale Hospital development) and Colindale Underground Station. Colindale Underground Station is served by the Northern Line and several bus routes.

The Public Transport Accessibility Level (PTAL) is graded from 1 for poor accessibility to 5/6 for excellent accessibility. The Public Transport Accessibility Level (PTAL) was downloaded from TfL's PTAL website. For the proposed site the PTAL score is 4 and is therefore within a medium accessibility level area.

It is also acknowledged that the recent transformations on the highways network and the diversion of the bus Route 186 contributed to the improvements in the vicinity and the higher PTAL rate for this site could be considered appropriate for the whole site.

There are a number of other bus routes operating nearby: route 204 (Sudbury to Edgware); route 303 (Grahame Park to Edgware), as well as N5 (night bus- Edgware to Trafalgar Square); and those which can be accessed and in walking distance, from A5/ Edgware Road: routes 32 (Edgware to Kilburn Park) and 142 (Brent Cross to Watford) and N16 (night bus- Edgware to Victoria).

Current parking restrictions in the vicinity of the development are not uniform. The roads surrounding the site are within Colindale Controlled Parking Zone (CPZ) which restricts parking to 1 hour during weekdays from 2pm to 3pm and include part of Booth Road and Annesley Avenue. Colindale Avenue includes one hour restrictions and also has some parts that operate a Monday to Sunday (8am-6:30pm) restriction with exception of the area near the Underground Station where no waiting at any time applies.

### Parking

This proposal includes a total of 272 parking spaces for the residential units, and 6 spaces for the commercial/retail staff use. Out of the total number of spaces provided, 194 will be located in the undercroft area, whereas the remaining 84 spaces will be on street level.

Initially two residential parking spaces will be converted for car club use, with the option of converting an additional space if there is a demand. The exact location is to be determined later and to form part of the Car Parking Management Plan Condition recommended, whereby the final parking and allocation will be presented.

The Colindale Area Action Plan (CAAP) Policy 3.5 states: "Residential parking requirements will vary across the Colindale area 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. Non residential parking will be provided at levels consistent with Annex 4 of the London Plan.”

The pre-application discussions with the developer included talks about car parking provision and where it was requested to analyse the parking element to ensure that the same level of provision within the CAAP was still relevant and is considered appropriate. The ratio proposed is 0.7, the same as that approved on the Former Colindale Hospital development opposite.

The proposed parking provision is therefore in accordance with the parking standards in London Borough of Barnet’s Local Plan Policy DM17 of Development Management Policies (Adopted) September 2012 and is considered acceptable on highways grounds for a development in this location.

The proposed parking layout is generally acceptable on highways grounds, subject to additional details required through the Car Parking Management Plan condition. For example 40% of the parking spaces should be suitable for disabled parking and electric vehicle charging points (20% active and 20% passive should be provided. Conditions are recommended in this regard.

As part of this development proposal there are 36 units adaptable for wheelchair users but only 2 units built at the point of construction. To correspond the number of wheelchair accessible units there are 36 car parking spaces for disabled users. Out of the total spaces provided, 4 are located on the street level with an additional three reserved for retail use. The remaining 11 are provided on the undercroft area of Block A, whereas three are provided on the undercroft of Block B and the rest are located on the undercroft of Blocks C and E.

It is recommended that disabled car parking spaces to have an additional 1.2m strip on two sides. The drawings submitted do not show this to be the case. The applicant is advised to make amendments to the submitted drawings as part of the Car Parking Management Plan condition. It is also recommended that the car parking spaces for disabled user be rearranged so that they are as near as possible to main entrances. It is noted that a parking management company will be employed to deal with parking in entirety within this development. Also, it is up to the management company to distribute parking permits, maintain and enforce all parking areas – details of these arrangements will be approved through the Car Parking Management Plan.

#### Parking Restrictions

This site is within the CAAP area capturing several large developments. In order to prevent parking displacement from other approved nearby developments, s.106 parking related contributions were secured from various developers. It includes contributions from earlier phases of the nearby development known as the former Colindale Hospital site. In the near future those parking contributions will be used to analyse the current parking

requirements in the area. Subject to consultation, a revised or extended Controlled Parking Zone (CPZ) could be introduced.

In addition and following the Safety Audit advice it is recommended that parts of the single yellow line on Colindale Avenue should be converted to double yellow lines. This will restrict further parking and waiting along Colindale Avenue and in turn will improve the traffic flow and bus movements. It was noted that TfL supported the safety's Audit recommendation to implement double yellow lines along Colindale Avenue in order to address the current problem of loading and parking on single yellow lines. A S.106 contribution of £7,000 has been agreed to implement these changes.

### Cycle Parking

The London Plan policy 6.9 on cycling provision states that planning decisions for developments should provide secure, integrated and accessible cycle parking facilities in line with minimum standards set out in Table 6.3. For C3 (Dwellings), for one and two bed units one cycle parking space is recommended, whereas for units with 3 or more bedrooms, 2 cycle spaces should be provided.

A total of 491 cycle parking spaces are included in this proposal for the residential part of this development. In addition, 10 cycle spaces will be provided within the public area for visitors and users that form the commercial part of the proposal. Considering the above, the proposed cycle parking provision for the residential and the other part of this development is considered acceptable.

More details related to cycle spaces should be provided, for example, what type of racks are proposed for the whole development, allocations of spaces, gaining access to areas where the cycle spaces are located and maintenance of these areas. All proposed cycle parking spaces must be retained throughout the 'life' of this development and made available for use to residents and visitors from the start of the occupation. A condition is recommended requiring this and further details to be submitted and approved.

### Vehicle Access and Pedestrian Environment

A new priority junction from Colindale Avenue is proposed to serve the development. The siting and design of this junction is considered to be acceptable for the intensity of use associated with the development. The developer will be required to enter into a S.278 agreement with the Highways Authority to carry out the necessary works to the highway to facilitate this link.

Following on from the applicant's Transport Assessment, a contribution of £40,000 has been agreed to fund pedestrian crossing and pedestrian environment improvements, as recommended by the PERS Assessment.

### Refuse Collection

The LBB's guidance notes "Information for developers and architects – provision of domestic and organic waste collection services, and recycling facilities" includes details on refuse bin sizes recommended for new residential units and provisions required for recycling. The walking distance from the kerb to the location of the bins is recommended to be less than 10m in all cases.

The applicant has stated that this scheme is designed in compliance with the above guidance.

In the submitted Design and Access Statement some details on the refuse and recycle strategy are included as well as a drawing which shows some enclosed areas separate for the retail uses and for residential blocks serving this development at different points.

The new roads designed to serve this development are not likely to be offered for adoption to the Highway Authority. For that reason an indemnity agreement is required between the applicant and the Council (which includes contractors working on their behalf), indemnifying them against any damages caused by the lorries while entering this site. Additional details are to be agreed with the applicant. Notwithstanding this, all new roads within this development must be constructed to adoptable standards and to withstand the largest vehicle load that is likely to enter/exit this site while carrying the refuse/recycling servicing. Also, the applicant must provide dropped kerbs near the points of collection, to enable safe collection.

A Delivery and Servicing Plan (Nov 2013) is enclosed as part of the submission, where three drawings are included showing vehicle swept paths for several types of vehicle. The tracking of vehicles used for refuse and recycle must be assessed taking using the measurements provided on the guidance notes, as highlighted above. Points of collections will have to be agreed in advance with the collectors, including access to these enclosed areas. A condition is recommended to ensure details are submitted and approved prior to occupation.

#### Demolition/Construction Management Plan

A Demolition/Construction Management Plan (DCMP) must be submitted to and approved by the local planning authority prior to the commencement of works. Careful consideration must also be given to optimum route(s) for construction traffic and Highways should be consulted in advance.

The applicant is advised that due to its location, deliveries associated with construction must not take place between 0800 hrs - 0930 hrs and 1630 hrs - 1800 hrs.

The submitted DCMP should also to include limits on the lorry times of operation, to identify a designated safe route that ensures minimal interference to public users and highway movements and to demonstrate how the operation and construction/demolition can be undertaken safely.

#### Trip Generation and Access

The Council's Highways Officers have reviewed the submitted Transport Assessment in respect of the likely vehicle trip generation associated with the proposed development, which is set out in the below tables. These figures have been derived through comparison with other similar developments in the area, such as Colindale Hospital and Beaufort Park, as well as using the TRAVL database.

*Trip rates for the AM peak*

AM Peak (8:00- 9:00)	Arrivals	Departures	Total
	21	66	82

*Trip rates for the PM peak*

PM Peak (17:00-18:00)	Arrivals	Departures	Total
	46	30	76

Having regard to these figures, officers are satisfied that the proposed development would not have a significant detrimental impact on the highway network. This conclusion is also reached when the traffic impacts of relevant committed developments in the surrounding area are taken into consideration. As such the proposal is considered to be acceptable and compliant with the objectives of policies in this respect. The substantial CIL payment associated with this scheme can be used to carry out local highways improvements if deemed necessary.

A Stage 1 Road Safety Audit was submitted to assess the impact of the access into the development. This concludes that the proposed new priority junction access to Colindale Avenue to serve the development would be acceptable in highway safety terms. The associated highway works would be carried out under a S.278 agreement.

#### Travel Plan (TP)

A Framework Travel Plan has been submitted that is similar in style and content to the TP's submitted for Colindale Hospital Phase 1 and Phase 2. The TP makes some reference to the previous documents but does not utilise the information gathered via the Year 1 monitoring completed for Phase 1 and the Former Brent Works development and reported in the document 'Colindale: Pulse and Rhythm Travel Plan monitoring (Year 1)'. This monitoring review reports lower car use in the occupied section of Phase 1 for both work and recreation travel in comparison with the mode split for the Colindale Hospital site from the Colindale Area Action Plan. The targets for this new TP will need to be revised in light of the data in the monitoring report.

The TP identifies a similar range of measures as the Colindale Hospital TPs with timescales for their implementation given in the included action plan. However, there is some concern over the take up of these, so an alternative set of TP incentives has been devised and agreed with the applicant, to include the provision of 2 car club spaces and up to £300 per unit incentive package, as detailed in appraisal section 3.17. These are as recommended in the Planning Obligations SPD.

Since the development of the travel plans for Phase 1 and 2 of the Colindale Hospital development, the Transport for London guidance 'Travel Planning for new development in London' has been published and adopted by the Council as the basis for TP content and methodology for monitoring. The TP states that it has been prepared in line with the objectives and principles laid out in the TfL guidance, however further information and more details will be required. Therefore the requirement for a Strategic Level Travel Plan that meets the criteria in the Transport for London document 'Travel Planning for new development in London' and that is ATTrBuTE and TRAVL compliant will be secured through the s.106 agreement.

## Conclusion

In summary, the impact of the proposed development on local traffic congestion would be acceptable. Alongside this, a Travel Plan will encourage users of the site to use more sustainable modes of transport. Conditions are recommended in relation construction management, delivery and servicing and car park management in line with the highways officer's request. Accordingly, the proposal is considered to comply with the objectives of the policies set out above.

It is not considered necessary as part of this application to require contributions towards public transport improvements, given the substantial CIL payments associated with the scheme. It is also not considered necessary to require bus stops to be moved as part of this proposal. Obligations have however been agreed towards pedestrian improvements, parking permit exemptions and parking restriction amendments.

### **3.10 Creating inclusive environments for all members of the community:**

Barnet Local Plan policy DM03 requires development proposals to meet the highest standards of accessible and inclusive design, whilst policy DM02 sets out specific considerations for development proposals. With regard to residential developments such as this proposal, all units should comply with Lifetime Homes standards with 10% wheelchair home compliance, as per London Plan policy 3.8. The retail/community units, public realm areas, streets and footpaths should also consider inclusive design principles.

The submitted Design and Access Statement explains that the scheme has been designed with accessibility in mind, with the levels of the public realm areas being gently sloping, as well as clear footpaths of adequate width or shared surfaces providing access to all main entrance doors. Core entrances would be easily identified and accessed with level thresholds, whilst all block cores have lifts enabling wheelchair access to all of the accommodation. All wheelchair standard units are located on the ground or podium (first floor) levels. All of the proposed flats would comply with Lifetime Homes standards. 36 of the units would be wheelchair adaptable, whilst 2 would already be adapted, making a total of 38 wheelchair standard compliant units, thereby complying with the 10% requirement set out in the London Plan. 33 wheelchair accessible parking spaces are proposed for the flats, along with 3 for the retail uses, which would comply with Lifetime Homes standards. It is noted that there are no detailed internal layouts submitted for the retail or community uses, but each of the units would be of an adequate size to enable wheelchair accessible layouts and facilities to be provided.

Subject to these controls and the requirements in place under other legislation officers conclude that the design and layout of the proposal is such that it is acceptable in terms of creating a development that is accessible, useable, permeable and inclusive for all members of the community.

### **3.11 Contaminated land and water quality issues:**

The Council's Environmental Health Service have reviewed the submitted Geotechnical and Geoenvironmental Report and Remediation Strategy and

have confirmed that any concerns they may have regarding contaminated land issues are adequately addressed through mitigation measures such as soil capping and geotextile separation. Thames Water has requested that petrol/oil interceptors be fitted in all car parking areas and an appropriate condition is recommended. Having evaluated the information submitted, it is considered that the proposal is acceptable and compliant with development plan policy in respect of contaminated land and water quality matters, subject to the conditions recommended.

### **3.12 Safety and security matters:**

Development plan policies require new developments to provide a safe and secure environment for people to live and work in and reduce opportunities for crime and fear of crime.

The London Fire and Emergency Planning Authority and Metropolitan Police have not raised any objection to the proposal or requested that conditions are placed upon any grant of consent. The design and layout of the development proposed and the degree of natural surveillance is considered to be such that, provided adequate external lighting and fencing is provided, it would provide a safe and secure environment. Conditions are recommended requiring a lighting scheme and boundary treatment details to be submitted and approved. The proposal is therefore deemed to be acceptable in respect of providing a safe and secure development with an environment which reduces opportunities for crime and the fear of crime.

### **3.13 Flooding and water infrastructure matters:**

The application site does not fall within an area identified as being at risk of flooding, although the proposed development would increase the amount of hardsurfacing across the site, so there would be the potential for increased surface water run-off. Sustainable Urban Drainage Systems (SuDS) would be incorporated into the scheme, which would achieve greenfield run-off rates for the 1, 30 and 100 year events, with an additional 30% allowance made for climate change for the 100 year event. The dense nature of the development limits the provision of open green space and site investigations have revealed that the underlying strata is generally impermeable. The proposed SuDS features therefore comprise:

- Permeable paving in private parking areas and non-adopted highways, providing attenuation;
- Void system beneath the permeable paving in the podium deck areas to provide attenuation and improve water quality, integrated with the irrigation system;
- Attenuation tanks below private road and parking areas to attenuate uncontaminated run-off from roof areas and to provide attenuation from road areas.

Design drawings and calculations have been included in the submission, which demonstrate that adequate attenuation capacity can be provided. A condition is recommended to require detailed designs to be submitted and approved prior to commencement. The Environment Agency have raised no objections to the application and confirmed that the submitted Flood Risk Assessment is acceptable.

Thames Water has responded to the consultation and have not raised any objections to the proposal or requested that conditions are placed upon any grant of consent. The applicant states that there is sufficient capacity in terms of utilities in the vicinity of the site.

Conditions have been recommended to ensure that water use by the development is minimised. Subject to these conditions the development is found to be acceptable in this respect. Both businesses potentially supplying water to the development (Veolia and Thames Water) have been consulted on the application and neither has raised any objections to the development in relation to water supply matters or on any other grounds.

The proposal is considered to be acceptable and compliant with planning policies on flooding and water infrastructure matters, subject to the conditions recommended.

### **3.14 Energy, climate change, biodiversity and sustainable construction matters:**

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 currently required to achieve a 40% reduction in carbon dioxide emissions when compared to the 2010 Building Regulations. Policy 5.3 of the London Plan goes on to set out the sustainable design and construction measures required in developments. Proposals should achieve the highest standards of sustainable design and construction and demonstrate that sustainable design standards are integral to the proposal, including its construction and operation.

Local Plan policy DM01 states that all development should demonstrate high levels of environmental awareness and contribute to climate change mitigation and adaptation. Policy DM04 requires all major developments to provide a statement which demonstrate compliance with the Mayor's targets for reductions in carbon dioxide emissions, within the framework of the Mayor's energy hierarchy. Proposals are also expected to comply with the guidance set out in the council's Supplementary Planning Documents (SPD) in respect of the requirements of the Code for Sustainable Homes. The CAAP provides that schemes such as this should achieve Code Level 4 or above against the Code for Sustainable Homes and BREEAM 'Excellent' for non-residential uses.

The site is close to the Colindale Community Energy System (CCES), which is located within the Pulse development, also constructed by Fairview. This facility has sufficient capacity to supply heat through an underground heat main to the application site. Heat and/or power would be supplied to the scheme from a central heat source comprising biomass and gas boilers, and gas fired Combined Heat and Power (CHP) units. Residents will receive

exactly the same functionality as if they had their own individual boiler within the dwelling, but without the direct responsibility for servicing their boilers or providing fuel.

### Carbon dioxide emissions

The application is accompanied by a Sustainability Statement and Energy Statement, which include an assessment of the options considered under the Mayor's hierarchy. The chosen options include built fabric improvements such as high insulation values, low energy lighting and high efficiency boilers. These measures, together with connection to the CCES, would reduce CO2 emissions for the whole development by more than 45%. This would therefore exceed the requirements of London Plan policy 5.2.

The Sustainability Statement sets out the applicant's commitment to achieving level 4 under the Code for Sustainable Homes and BREEAM 'Excellent' for the commercial elements of the scheme. Code for Sustainable Homes and BREEAM pre-assessments have been included, which demonstrate compliance with these standards. A condition has been recommended to ensure that the development achieves these levels of carbon dioxide reductions as a minimum. Subject to this condition the proposal is found to be acceptable and policy compliant in respect of reducing carbon dioxide emissions.

### Electricity and gas supply

London Plan policy 5.4A requires developers to engage with energy companies at an early stage to ensure that there are no strategic concerns with regard to energy supply capacity. However, it is noted that this proposal is located within a growth area where a significant amount of development has been planned. Energy and water companies have been consulted and have not raised any capacity issues. It would be expected that the developer would liaise with utilities companies as part of their construction programme.

### Biodiversity matters

Barnet Local Plan policy DM16 states that when it is considering development proposals the council will seek the retention, enhancement or creation of biodiversity. Where development would affect a Site of Importance for Nature Conservation (SINC) or a species of importance the council will apply the following hierarchy:

1. Avoid adverse impact to biodiversity interest.
2. Minimise impact and seek mitigation.
3. Only in exceptional cases, where the benefits of the proposal clearly outweigh the biodiversity impacts, seek appropriate compensation.

The application site is not designated as a SINC, but does contain some habitats that could attract protected species, including buildings that could accommodate bats. The Silk Stream, to the south beyond the allotments, is a designated SINC Borough Level Grade 2, but there are no other ecology designations in the vicinity of the site, with the Brent Reservoir SSSI located some 1.5km to the south.

Notwithstanding this a Phase 1 habitat survey has been undertaken and has been submitted with this application. The report concludes that the habitats within the site generally consist of common and widespread species, which in

themselves are of no intrinsic ecological interest. Limited evidence of protected fauna was discovered and the habitats that do exist within the site would not be relied upon by such species.

However, the report suggests that it is appropriate for the development to provide biodiversity enhancements. More specifically they have suggested that enhancements are provided in relation to bats and birds, as well as through the type of landscaping used and green roofs. These findings are accepted and conditions have been recommended to ensure that bird boxes are erected and appropriate new planting takes place.

The tree and wider landscaping conditions recommended are considered sufficient to ensure that the scheme makes appropriate contributions to biodiversity generally and that the new planting which takes place provides suitable levels of habitat.

Subject to the controls in place under the conditions recommended and the requirements in place under other legislation the proposal is found to be acceptable and compliant with the objectives of planning policy on biodiversity and nature conservation matters.

#### Other aspects of sustainable design and construction

The proposal includes a number of features that have been incorporated to develop in a sustainable way, mitigate and adapt to climate change, conserve resources and minimise pollution. These include elements such as new planting, the provision of appropriate recycling facilities, the inclusion of energy efficiency measures and the installation of facilities for cycle storage. A condition is recommended requiring a Site Waste Management Plan to be submitted and approved, to ensure that materials are sourced sustainably where possible and measures are put in place to minimise waste. Specifications for external lighting will exceed 'Dark Sky' requirements and a condition is recommended requiring details of lighting to be approved.

The submission (in the Energy Statement) demonstrates that the proposal would achieve Code for Sustainable Homes Level 4 and BREEAM 'Excellent'. It is considered that the details provided in the submission are acceptable in this regard and that the application would result in a development which reaches an appropriate standard in respect of sustainable design and construction. To ensure that the commitment to reaching Code Level 4 and certain other key elements of developing sustainably are carried through to implementation conditions on these aspects of the proposal have been recommended. Such an approach allows a degree of flexibility as to the precise sustainable design and construction measures to be incorporated in the development, while ensuring that, taken in the round, the scheme achieves an appropriate level of sustainability.

To address policies on urban greening specifically the development includes areas of planting and soft landscaping at a ground level, including new areas of communal amenity space and private rear gardens for each of the houses proposed. Areas of green roof would also be provided on some of the blocks and this is detailed in the landscaping plans submitted. Conditions have been recommended to ensure that the site is appropriately landscaped at the implementation stage of the development.

The submitted Sustainability Statement demonstrates a reduction in average per person water use within the development from 145 litres/day to 105 litres/day, in line with the requirements of London Plan policy 5.15. This would be achieved through dual flush WCs, flow restricted taps/showers and standard washing machine settings. Water butts would be provided in communal gardens to collect rainwater for irrigation.

In terms of ambient noise and air quality, as mentioned above the Council's Environmental Health Service considers the site to be suitable for residential use subject to the conditions recommended. In summary, the proposal is considered to be fully compliant with Local Plan and London Plan policies on energy and sustainability.

### **3.15 Environmental Impact Assessment Regulations:**

The development for which consent is sought is not considered to be of a description identified in Schedule 1 of the Regulations (Town and Country Planning (Environmental Impact Assessment) Regulations 2011). However, the development is considered to be of a description identified in column 1 of Schedule 2 of the Regulations. The development described in the submission is deemed to fall within the description of 'urban development projects'.

A Screening Opinion was issued by the Council on the 2<sup>nd</sup> August 2013 (reference H/02892/13) confirming that it was not necessary to carry out an Environmental Impact Assessment in respect of this scheme. Therefore an Environmental Impact Assessment is not necessary and an Environmental Statement, in line with the Regulations, is not required to be submitted with the application.

### **3.16 Socio-economic impact:**

#### Health

Policy 7.3 of the CAAP seeks to ensure that new health facilities will be provided in the Colindale Avenue Corridor of Change, to complement reprovided facilities at the Grahame Park Estate. It is intended that these facilities would provide for primary health care, comprising GPs, dentistry and pharmacy. As the supporting text to this policy mentions, Fairview originally proposed a 1,132sqm primary care facility within the Pulse development, which was to be located close to the station. However, during the course of construction of this building, NHS Barnet confirmed that they did not require the facility, as existing practices in the area had capacity to address the population growth at the time. Planning permission was granted to change the use of this part of the development, subject to a contribution towards healthcare provision in the area (ref H/02041/10). There is currently no site earmarked for a new facility.

It is noted that the circumstances have changed since this decision, notably with this site and the Peel Centre now coming forward for housing development. However, whilst Council officers have been in discussion with the NHS with regard to the opportunity to include a health centre on this site, at the time of submission Fairview had not received an expression of interest

from them. NHS England and Barnet Clinical Commissioning Group (CCG) are currently undertaking a review of facilities in the area to establish future requirements and explore options for health care provision including expansion of existing facilities and construction of new premises. It is expected that other sites in Colindale would be able to accommodate a health centre. For example, CAAP paragraph 7.2.12 identifies the Peel Centre West site as being capable of accommodating this.

In summary, the submitted Socio-Economic Report demonstrates that there is adequate capacity at local GP and dentist surgeries to cater for the future population of this development. The development is therefore not required to provide for any additional capacity to mitigate its impact. It is acknowledged that the strategic plan for healthcare provision in Colindale is a concern, but this can only be resolved through effective engagement with the NHS and Barnet CCG and there is adequate capacity on other sites in the area to accommodate a health facility.

### Education

The proposed development is expected to generate a child yield of 97, 49 of which would require provision in state funded schools. The figures set out in the Socio-Economic Report show that there is adequate capacity in local schools to accommodate these children. Other sites in Colindale are expected to deliver additional school capacity in the form of new schools, such as the new 4 form entry Orion School that opened in April 2014, the Barnet & Southgate College site on Grahame Park Way, which will deliver a 1.6 hectare site for education purposes and the Peel Centre site. The substantial CIL payment associated with this scheme would in part contribute to the provision of local education facilities and the impacts of the proposed development are considered to be able to be satisfactorily mitigated in this regard.

Overall, the development is expected to contribute positively to the local socio-economic situation in a number of ways, including increased retail expenditure, enhanced open space, housing and employment delivery.

### **3.17 Planning obligation matters:**

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

In accordance with development plan policies and the Council's supplementary planning documents the following obligations are required to be secured through a legal agreement with the developer. With these obligations secured (alongside the other mitigation provided by the development and secured through the conditions recommended) the proposal is considered to be acceptable in terms of delivering the infrastructure, facilities and services needed to mitigate the impacts it would generate. It is noted that education, healthcare and library provision is covered by the Barnet Community Infrastructure Levy.

### Affordable Housing

Provision of 91 affordable housing units (including full nomination rights on these units) on the site in accordance with the following mix:-

*Affordable Rent*

23 x 1 bed, 2 person

9 x 2 bed, 4 person

26 x 3 bed, 5 person

*Intermediate*

2 x 1 bed, 1 person

13 x 1 bed, 2 person

3 x 2 bed, 3 person

9 x 2 bed, 4 person

6 x 3 bed, 5 person

Provision of a review mechanism to reappraise the viability of the development upon occupation of 80% of the units. If this re-appraisal concludes that it is viable to provide more affordable housing, the applicant shall pay a commuted sum to the Council equivalent to this value and up to the total value of 17% of the units (which is equivalent to a 40% affordable housing provision overall, as 23% would be delivered on site). These monies can then be used to provide affordable housing elsewhere in the Borough.

These obligations are required to ensure compliance with London Plan and Barnet Local Plan policy on affordable housing.

Notting Hill Housing Construction Training Initiative

To enter into a formal agreement with the Notting Hill Housing Trust to include provision for the following:-

- (a) The agreed number of trainee places to be provided on the site of the Affordable Housing Scheme and the duration of each placement;
- (b) A commitment by the Owners to pay a percentage of the build costs in respect of the Affordable Housing Scheme such payment to cover general running costs such as trainees' fees fares and tools;
- (c) A commitment by the Owners to pay a "provisional sum" expressed as a percentage of the build costs in respect of the Affordable Housing Scheme to cover trainees' wages.

Travel Plan

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

- (i) The Travel Plan shall link in with the Car Club provided on the main Colindale Hospital development and shall provide suitable dedicated car club parking spaces;
- (ii) Provision of a Travel Incentive Fund of £300 per unit (£118,500 total cost to the applicant) to provide two of the three incentives set out below for first occupiers:
  - (a) £150 towards Oyster card credit;
  - (b) £150 towards lifetime Car Club membership and associated Car Club usage;
  - (c) £150 voucher for purchasing a bicycle.
- (iii) The Travel Plan shall include an evidence based target for take up

and provision of these incentives.

#### Travel Plan Monitoring Contribution

Payment of a financial contribution of £15,000 to the Council towards its costs in promoting more sustainable modes of transport and monitoring the Travel Plan that will be submitted for the development. This is required by the Barnet's Planning Obligations SPD.

#### Parking Restriction Contribution

A contribution of £7,000 towards the modification of parking restrictions along Colindale Avenue. This is required to mitigate the impact of the development, as it fronts onto Colindale Avenue.

#### Parking Permit Exemption

A contribution of £5,000 in order to facilitate a parking permit exemption scheme for residents of the development. This is required to ensure that existing residents are not disenfranchised by occupants of the new development in terms of parking permit or parking bay availability.

#### Pedestrian Environment Contribution

A contribution of £40,000 towards improvements to pedestrian crossings and the pedestrian environment in the vicinity of the development. These improvements are identified in the applicant's Transport Assessment as being required.

#### Colindale Park Landscaping

The developer to carry out a scheme of landscaping in Colindale Park, adjacent to the site boundary, subject to the granting of a license by the Council and subject to the approval of detailed planting plans for these areas (up to a value of £40,000). This is required to provide a landscaped setting for the development.

#### Community Space

The construction and fit out (to shell and core standard) of the community space on the ground floor of Block A. If after a period of 18 months following commencement of marketing, the unit is not taken up for community use, an A1/A2/A3 use can commence. This is required, as a development of this scale would be expected to provide a community facility.

#### Apprenticeships

The applicant shall secure the provision of a minimum of:

2 x Level 2 apprenticeships

3 x Level 3 apprenticeships

1 x Level 4 apprenticeships (or alternative graduate scheme to be agreed)

including costs of wages and training to be delivered in line with the National Apprenticeship Service Framework. These are required to ensure the development provides adequate training opportunities, in line with the Planning Obligations SPD.

#### Road link to Colindale Business Centre

The provision of a road link between the application site and Colindale Business Centre, at a time to be agreed, to facilitate the functional operation of the completed development on the adjacent site. This is required to enable

a comprehensive approach to the development of sites on the south side of Colindale Avenue, in line with CAAP requirements.

#### Monitoring of the Section 106 Agreement

A contribution of £2,000 index linked towards the monitoring and management of the S106 planning obligations. This is required by the Planning Obligations SPD.

### **3.18 Barnet Community Infrastructure Levy**

The proposed development is liable for charge under the Barnet CIL (at a rate of £135 per square metre). Because of the nature of the way in which CIL is calculated it is only possible to estimate the contribution which will finally be made through the Barnet CIL at the time applications are determined. The applicant has stated that the existing floorspace on the site has been occupied lawfully for 6 of the last 12 months. As such it is possible that only additional floorspace generated by the development (less the area of undercroft car parking proposed) would be potentially liable for charge under Barnet CIL. Without taking account the relief from a CIL charge which the affordable housing element of the scheme could be eligible for the development might be expected to generate a Barnet CIL charge of **£2,975,913**.

### **3.19 Mayoral Community Infrastructure Levy**

The proposed development is liable for charge under the Mayoral CIL (at a rate of £35 per square metre). Because of the nature of the way in which CIL is calculated it is only possible to estimate the contribution which will finally be made through the Mayoral CIL at the time applications are determined. The applicant has stated that the existing floorspace on the site has been occupied lawfully for 6 of the last 12 months. As such it is possible that only additional floorspace generated by the development would be potentially liable for charge under Mayoral CIL. Without taking account the relief from a CIL charge which the affordable housing element of the scheme could be eligible for the development might be expected to generate a Mayoral CIL charge of **£992,606**.

## **4. EQUALITIES AND DIVERSITY ISSUES**

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

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

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

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

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

The new buildings proposed as part of the application would be required to comply with current legislative requirements in respect of equality and diversity related matters, for example access for the disabled under Part M of the Building Regulations. In addition to this the development, as controlled by the conditions recommended, would ensure that in several regards the building constructed would exceed the minimum requirements of such legislation. Examples of this would include all the proposed residential units being constructed to meet the relevant Lifetime Homes standards, the provision of level or appropriately sloping access within the site, not less than 10% of the residential units proposed being constructed to be wheelchair accessible or easily adaptable for residents who are wheel chair users and the inclusion of disabled standard parking spaces (as set out in greater detail in earlier sections of this report).

With the conditions recommended the proposal is found to accord with development plan policies as they relate to the relevant equalities and diversity matters, by providing a high quality inclusive design approach which creates an environment that is accessible to all and would continue to be over the lifetime of the development. The design of the proposed development is such that the site would, as an area of land, become significantly more accessible to all members of the community. In this sense the development would have a positive effect in terms of equalities and diversity matters.

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

## **5. COMMENTS ON GROUNDS OF OBJECTIONS**

The objections raised are considered in the above appraisal and analysis.

## **6. CONCLUSION**

In summary, the proposed development would deliver a number of CAAP

objectives, including the southern part of the station piazza, which together with the complimentary retail uses also proposed. The scheme would also make a significant contribution towards the borough's housing delivery targets and these homes would be located in a highly sustainable location. This recommendation also incorporates measures to ensure that the adjacent Colindale Business Centre site can come forward for development.

The scheme would achieve a high standard of design, which will ensure that this high density development would have an acceptable visual impact. Strong controls are in place to ensure that the buildings are constructed to a high standard of detailing. The layout of the proposal would ensure a legible network of streets and would enhance the setting of Colindale Park, whilst providing high quality homes for future residents, with appropriate amenity space provision.

A high standard of landscaping is proposed and the scheme also incorporates proposals to enhance the edges of Colindale Park. The development would result in the limited removal of the existing trees from the site. However, none of these are protected by a preservation order and it is considered that the replacement planting proposed provides adequate mitigation for the vegetation which would be lost in this instance.

The development would provide an appropriate mix of unit sizes and tenures and would deliver the maximum number of affordable homes possible, having regard to the viability of the development.

The scheme provides an appropriate level of car parking on site, with the emphasis on parking restraint in this accessible location. A contribution has been secured to ensure that parking controls can be implemented on surrounding roads should overspill parking occur. Alongside this, Travel Plans will encourage users of the site to use more sustainable modes of transport and further mitigation will be secured by condition to control details of construction, delivery and servicing and car parking management.

More generally the application includes a number of measures to achieve a good standard in respect of sustainable design and construction. The new homes would meet Code for Sustainable Homes Level 4 and the commercial units would meet BREEAM 'Excellent'. There are also requirements for appropriate biodiversity mitigation and enhancement measures which are ensured through the conditions recommended.

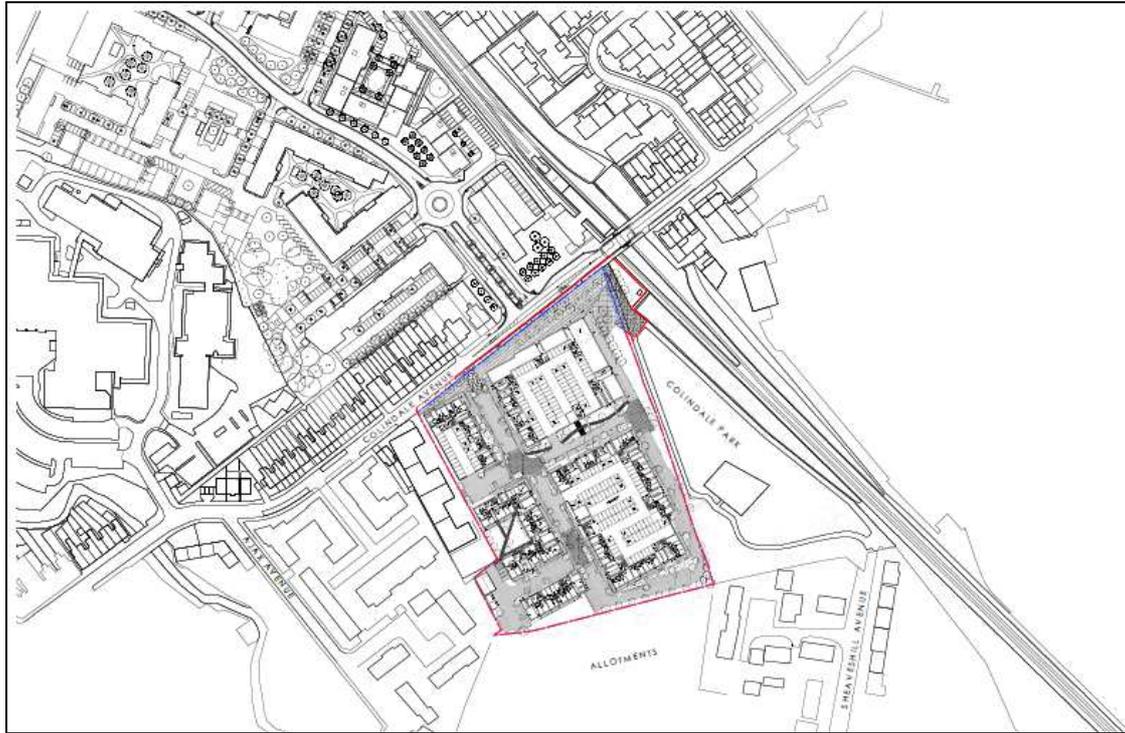
A number of conditions and planning obligations have been recommended to ensure that the development achieves a suitable quality of residential environment, does not cause any unacceptable harm to the amenities of neighbouring occupiers or biodiversity, achieves the benefits that the submission advances in support of the scheme and mitigates any potential adverse impacts from the proposal, such as from sources of land contamination or surface water flood risk.

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the Council to determine any application in accordance with the statutory development plan unless material considerations indicate otherwise. All relevant policies contained within the development plan, as well as other

relevant guidance and material considerations, have been carefully considered and taken into account by the Local Planning Authority. It is concluded that the proposed development generally and taken overall accords with the relevant development plan policies. It is therefore considered that there are material planning considerations which justify the grant of planning permission. Accordingly, subject to the satisfactory completion of the Section 106 Agreement, **APPROVAL** subject to conditions is recommended, as set out in the recommendations section at the beginning of this report.

# 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:

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

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)

CS6 (Promoting Barnet's Town Centres)

CS7 (Enhancing and protecting Barnet's open spaces)

CS8 (Promoting a strong and prosperous Barnet)

CS9 (Providing safe, effective and efficient travel)

CS10 (Enabling inclusive and integrated community facilities and uses)

CS11 (Improving health and well being in Barnet)

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 (Adopted 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)

DM11 (Development principles in the town centres)

DM13 (Community and education uses)

DM14 (New and existing employment space)

DM15 (Green belt and open spaces)

DM16 (Biodiversity)

DM17 (Travel impact and parking standards)

### London Plan 2011 (set out by chapter):

#### **Context and Strategy:**

1.1 (Delivering the Strategic Vision and Objectives for London)

#### **London's Places:**

2.6 (Outer London: Vision and Strategy); 2.7 (Outer London: Economy); 2.8 (Outer London: Transport); 2.13 (Opportunity Areas and Intensification Areas) and 2.18 (Green Infrastructure: the Network of Open and Green Spaces)

**London's People:**

3.1 (Ensuring Equal Life Chances for All); 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); 3.8 (Housing Choice); 3.9 (Mixed and Balanced Communities); 3.10 (Definition of Affordable Housing); 3.11 (Affordable Housing Targets); 3.12 (Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes); 3.13 (Affordable Housing Thresholds); and 3.16 (Protection and Enhancement of Social Infrastructure)

**London's Economy:**

4.7 (Retail and Town Centre Development); 4.8 (Supporting a Successful and Diverse Retail Sector); and 4.12 (Improving Opportunities for All)

**London's Response to Climate Change:**

5.1 (Climate Change Mitigation); 5.2 (Minimising Carbon Dioxide Emissions); 5.3 (Sustainable Design and Construction); 5.4A (Electricity and Gas Supply); 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); 5.18 (Construction, Excavation and Demolition Waste); and 5.21 (Contaminated Land)

**London's Transport:**

6.1 (Strategic Approach); 6.2 (Providing Public Transport Capacity and Safeguarding Land for Transport); 6.3 (Assessing Effects of Development on Transport Capacity); 6.5 (Funding Crossrail and Other Strategically Important Transport Infrastructure); 6.7 (Better Streets and Surface Transport); 6.9 (Cycling); 6.10 (Walking); 6.11 (Smoothing Traffic Flow and Tackling Congestion); 6.12 (Road Network Capacity) and 6.13 (Parking)

**London's Living Places and Spaces:**

7.1 (Lifetime Neighbourhoods); 7.2 (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); 7.18 (Protecting Public Open Space and Addressing Deficiency); 7.19 (Biodiversity and Access to Nature); and 7.21 (Trees and Woodlands)

**Implementation, Monitoring and Review:**

8.2 (Planning Obligations); and 8.3 (Community Infrastructure Levy)

2. In accordance with paragraphs 186 and 187 of the National Planning Policy Framework, the Council takes a positive and proactive approach to development proposals, focused on solutions. The Local Planning Authority has produced planning policies and written guidance to guide

applicants when submitting applications. These are all available on the Council's website. A pre-application advice service is also offered. In this case, formal pre-application advice was sought prior to submission of the application and the proposal was generally in accordance with this advice. The Local Planning Authority has negotiated with the applicant where necessary during the application process to ensure that the proposed development is in accordance with the Council's relevant policies and guidance.

3. In complying with the contaminated land condition parts 1 and 2:
  - a) Reference should be made at all stages to appropriate current guidance and codes of practice at August 2012 this would include:
    - 1) The Environment Agency CLR model procedures;
    - 2) BS10175:2011 Investigation of potentially contaminated sites – Code of Practice;
    - 3) The Environment Agency "Guiding principles for land contamination (GPLC)"; and
    - 4) Guidance for the safe development of housing on land affected by contamination, Environment Agency R&D Publication 66:2008.
  - b) Clear site maps should be included in the reports showing previous and future layouts of the site, potential sources of contamination, the locations of all sampling points, the pattern of contamination on site, and to illustrate the remediation strategy.
  - c) All raw data should be provided in a form that can be easily audited and assessed by the council (e.g. trial pit logs and complete laboratory analysis reports).
  - d) Details as to reasoning, how conclusions were arrived at and an explanation of the decisions made should be included. (e.g. the reasons for the choice of sampling locations and depths).
4. You are advised to engage a qualified acoustic consultant to advise on the scheme, including the specifications of any materials, construction, fittings and equipment necessary to achieve satisfactory internal noise levels in this location.

In addition to the noise control measures and details, the scheme needs to clearly set out the target noise levels for the habitable rooms, including for bedrooms at night, and the levels that the sound insulation scheme would achieve.

The council's supplementary planning document on Sustainable Design and Construction requires that dwellings are designed and built to insulate against external noise so that the internal noise level in rooms does not exceed 30dB(A) expressed as an Leq between the hours of 11.00pm and 7.00am, nor 35dB(A) expressed as an Leq between the hours of 7.00am and 11.00pm (Guidelines for Community Noise, WHO). This needs to be considered in the context of room ventilation requirements

The details of acoustic consultants can be obtained from the following contacts: a) Institute of Acoustics and b) Association of Noise Consultants.

The assessment and report on the noise impacts of a development should use methods of measurement, calculation, prediction and assessment of noise levels and impacts that comply with the following standards, where appropriate: 1) BS 7445 (1991) Pts 1, 2 & 3 (ISO 1996 pts 1-3) - Description and measurement of environmental noise; 2) BS 4142:1997 - Method of rating industrial noise affecting mixed residential and industrial areas; 3) BS 8223: 1999 - Sound insulation and noise reduction for buildings: code of practice; 4) Department of transport: Calculation of road traffic noise (1988); 5) Department of transport: Calculation of railway noise (1995); 6) Department of transport : Railway Noise and insulation of dwellings.

5. The Air Quality Stage 4 Review and Assessment for the London Borough of Barnet has highlighted that this area currently experiences or is likely to experience exceedances of Government set health-based air quality standards. A list of possible options for mitigating poor air quality is as follows: 1) Use of passive or active air conditioning; 2) Use of acoustic ventilators; 3) Altering lay out – habitable rooms away from source of poor air quality; 4) Non residential usage of lower floors; 5) Altering footprint – setting further away from source of poor air quality.

For developments that require an Air Quality report; the report should have regard to the air quality predictions and monitoring results from the Stage Four of the Authority's Review and Assessment available from the LPA web site and the London Air Quality Network. The report should be written in accordance with the following guidance: 1) NSCA Guidance: Development Control: Planning for Air Quality and the Planning Policy Statement 23: Planning and Pollution Control; 2) Environment Act 1995 Air Quality Regulations, Planning Policy Statement 23: Planning and Pollution Control, Annex 1: Pollution Control, Air and Water Quality; 3) Local Air Quality Management Technical Guidance LAQM.TG(03); 4) London Councils Air Quality and Planning Guidance, revised version January 2007.

6. It is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where a developer proposes to discharge water to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.
7. Due to the presence of National Grid apparatus in proximity to the site, any person wishing to implement the development must contact National Grid

before any works are carried out, to ensure their apparatus is not affected. The National Grid Plant Protection Team can be contacted at on 0800 688 588 and at [plantprotection@nationalgrid.com](mailto:plantprotection@nationalgrid.com) or at Plant Protection, National Grid, Block 1 Floor 1, Brick Kiln Street, Hinckley LE10 0NA.

8. Following the planning consent the developer will be required to agree with Highways Authority highway works on the public highway fronting this development. The works are to facilitate the proposed development under Section 278 of the Highways Act 1980. Any existing street furniture or lighting column affected by the proposed works would be relocated and charged under a rechargeable works agreement by the Council's term contractor for Highway Works.
  
9. The applicant is advised that Colindale Avenue is a Traffic Sensitive road. Activities associated with refuse, recycling including deliveries during the construction period, should not take place between 8.00am-9.30am and 4.30pm-6.30pm Monday to Friday. Also, careful consideration must be given to the optimum route(s) to be used by construction traffic and Highways Manager should be consulted in advance.
  
10. The Community Infrastructure Levy (CIL) applies to all 'chargeable development'. This is defined as development of one or more additional units, and / or an increase to existing floor space of more than 100 sq m. Details of how the calculations work are provided in guidance documents on the Planning Portal at [www.planningportal.gov.uk/cil](http://www.planningportal.gov.uk/cil).

The Mayor of London adopted a CIL charge on 1st April 2012 setting a rate of £35 per sq m on all forms of development in Barnet except for education and health developments which are exempt from this charge. Your planning application has been assessed at this time as liable for a £992,606 payment under Mayoral CIL.

The London Borough of Barnet adopted a CIL charge on 1st May 2013 setting a rate of £135 per sq m on residential and retail development in its area of authority. All other uses and ancillary car parking are exempt from this charge. Your planning application has been assessed at this time as liable for a £2,975,913 payment under Barnet CIL.

Liability for CIL will be recorded to the register of Local Land Charges as a legal charge upon your site payable should you commence development. Receipts of the Mayoral CIL charge are collected by the London Borough of Barnet on behalf of the Mayor of London; receipts are passed across to Transport for London to support Crossrail, London's highest infrastructure priority.

You will be sent a 'Liability Notice' that provides full details of the charge and to whom it has been apportioned for payment. If you wish to identify named parties other than the applicant for this permission as the liable party for paying this levy, please submit to the Council an 'Assumption of Liability' notice, which is also available from the Planning Portal website.

The Community Infrastructure Levy becomes payable upon commencement of development. You are required to submit a 'Notice of Commencement' to the Council's CIL Team prior to commencing on site, and failure to provide such information at the due date will incur both surcharges and penalty interest. There are various other charges and surcharges that may apply if you fail to meet other statutory requirements relating to CIL, such requirements will all be set out in the Liability Notice you will receive. You may wish to seek professional planning advice to ensure that you comply fully with the requirements of CIL Regulations.

If you have a specific question or matter you need to discuss with the CIL team, or you fail to receive a 'Liability Notice' from the Council within 1 month of this grant of planning permission, please email us: [cil@barnet.gov.uk](mailto:cil@barnet.gov.uk).

### **Relief or Exemption from CIL**

If social housing or charitable relief applies to your development or your development falls within one of the following categories then this may reduce the final amount you are required to pay; such relief must be applied for prior to commencement of development using the 'Claiming Exemption or Relief' form available from the Planning Portal website: [www.planningportal.gov.uk/cil](http://www.planningportal.gov.uk/cil).

You can potentially apply for relief or exemption under the following categories:

#### **1. Charity**

If you are a charity, intend to use the development for social housing or feel that there are exception circumstances affecting your development, you may be eligible for a reduction (partial or entire) in this CIL Liability. Please see the documentation published by the Department for Communities and Local Government.

[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/6314/19021101.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6314/19021101.pdf)

#### **2. Residential Annexes or Extension**

You can apply for exemption or relief to the collecting authority in accordance with Regulation 42(B) of Community Infrastructure Levy Regulations (2010), as amended before commencement of the chargeable development.

#### **3. Self Build**

Application can be made to the collecting authority provided you comply with the regulation as detailed in the [legislation.gov.uk](http://legislation.gov.uk)

Visit

<http://www.planningportal.gov.uk/planning/applications/howtoapply/whatto-submit/cil> for further details on exemption and relief

## APPENDIX 3: KEY POLICY CONTEXT AND ANALYSIS

Table 1: Analysis of the proposals compliance with London Plan (2011/2013/2014) Policies

Policy	Content Summary	Extent of compliance and comment
1.1 (Delivering the strategic vision and objectives for London)	Strategic vision and objectives for London include managing growth and change in order to realise sustainable development and ensuring all Londoners enjoy a good and improving quality of life.	Compliant: The proposal is considered to constitute sustainable development and section 3 of the main report sets out in more detail how the proposal would comply with the relevant development plan policies.
2.6 (Outer London: Vision and Strategy); 2.7 (Outer London: Economy); and 2.8 (Outer London: Transport)	<p>Work to realise the full potential of outer London recognising and building upon its great diversity and varied strength by providing locally sensitive approaches.</p> <p>Seek to address constraints and opportunities in the economic growth of outer London so that it can rise above its long term economic trends.</p> <p>Recognise and address the orbital, radial and qualitative transport needs of outer London.</p>	<p>Compliant: The proposal is considered to demonstrate the influence of these policies and would comply with their key relevant objectives.</p> <p>These include the creation of new homes which meet the requirements of development plan policy and are sustainably located, the use of measures encouraging travel by non car modes of transport, the commitment to the delivery of public realm and the delivery of apprenticeships.</p>
2.13 (Opportunity areas and intensification areas)	Seek to support these strategic policy designations by optimising residential and non-residential outputs and densities, by providing necessary social and transport infrastructure, as well as better integration with surrounding areas.	<p>Compliant: The proposal is considered to comply with the key objectives of this policy, as well as the relevant opportunity area planning framework (CAAP).</p> <p>Specifically, this includes optimising residential density through high quality design, better integration with Colindale Park, providing necessary public realm improvements and a commitment to contributions towards sustainable travel objectives.</p>
2.18 (Green infrastructure: the network of green spaces)	Development proposals should incorporate appropriate elements of green infrastructure and enhance London's green infrastructure.	Compliant: Subject to the conditions recommended the proposal would provide appropriately designed soft landscaped areas and areas of open green amenity space. The scheme would also integrate with the adjacent Colindale Park.
Policy 3.1 (Ensuring equal life chances for all)	Proposals should protect and enhance facilities and services that meet the needs of particular groups and communities. Proposal involving the loss of such facilities without adequate justification should be resisted.	Compliant: The proposal would not result in the loss of any facilities and services that meet the needs of particular groups and communities. The former users of the site, the British Library, have sold the site and are relocating to a new purpose built facility in Boston Spa, Lincolnshire.
3.2 (Improving health and addressing health inequalities)	New developments should be designed, constructed and managed in ways that improve health and promote healthy lifestyles.	As controlled by the conditions and obligations recommended the proposal would be designed, constructed and managed in ways that promote healthy lifestyles. Examples of this include measures to ensure the provision of a suitable air quality and noise conditions within the development and facilities to encourage cycling.
3.3 (Increasing housing supply)	Boroughs should seek to achieve and exceed the relevant minimum borough annual average housing target. For Barnet the target is 23,489 over the next 10 years with an annual monitoring target of 2,349.	Compliant: The proposal would provide 395 new dwellings contributing towards strategic housing targets for Barnet and London.
3.4 (Optimising housing)	Development should optimise housing output for different types of location	Compliant: The application site is in a location with a PTAL of

potential)	<p>taking into account local context and character, the London Plan design principles and public transport capacity. Proposals which compromise this policy should be resisted.</p>	<p>4. In terms of its 'setting' the site is considered to fall within an area of transition with some urban characteristics (Colindale Avenue, having regard to future development) and some strongly suburban characteristics (the surrounding residential roads to the south) using the features identified in the London Plan. The scheme averages 3 habitable rooms per unit. Taking these factors into consideration the London Plan density matrix would suggest a range of somewhere between 70 and 130 units per hectare or 200 to 350 habitable rooms per hectare for a site within a suburban setting.</p> <p>However, this site falls within an area of transition, as recognised in the CAAP designation, which states that residential development with a density of 150 units per hectare would be appropriate for this site, taking advantage of the location opposite the station.</p> <p>On the basis of a site area of 2.2 hectares, the proposed development would have a density of 179 dwellings per hectare and 533 habitable rooms per hectare, which would exceed the 'optimum' density ranges in the London Plan and the CAAP designation.</p> <p>However, overall the scheme is considered to comply with the objective of this policy and is found to provide an optimum density of development in this highly sustainable location. The proposal puts forward an acceptable design response which complies with the relevant development plan policies, responds acceptably to the local context and character and takes account of the sites location. Further detail on this matter is set out in section 3 of the main report.</p>
3.5 (Quality and design of housing developments)	<p>Housing developments should be of the highest quality internally, externally and in relation to their context and wider environment, taking account of the policies in the London Plan.</p> <p>The design of all new housing should incorporate the London Plan minimum space standards and enhance the quality of local places, taking account of physical context; local character; density; tenure and land use mix; and relationships with and provision of open spaces.</p>	<p>Compliant: The application is considered to demonstrate the influence of these policies and compliance with their key objectives.</p> <p>The design approach proposed takes suitable account of its context, the character of the area, the developments relationships with neighbouring buildings and spaces and provides a scheme of the appropriate design quality.</p> <p>The new dwellings proposed would all achieve the relevant London Plan minimum space standards and, as controlled by the conditions recommended the scheme would be of a sufficiently high quality internally, externally and in relation to their context and the wider environment.</p> <p>These issues are discussed in greater detail in section 3 of the report.</p>
3.6 (Children and young people's play and informal recreation facilities)	<p>New housing should make provision for play and informal recreation based on the child population generated by the scheme and an assessment of future needs.</p>	<p>Compliant: The proposal provides sufficient quantities of space for doorstep play and informal recreation and conditions have been recommended to ensure that the space provided is implemented in a manner which meets the objectives of this policy. CIL contributions associated with the development can be used to improve local play areas. The</p>

		provision of amenity and open space at the site is discussed in greater detail in section 3 of the report.
3.8 (Housing choice)	<p>Londoners should have a genuine choice of homes that they can afford and which meet their requirements, including:</p> <ul style="list-style-type: none"> <li>• New developments should offer a range of housing sizes and types in the highest quality environments.</li> <li>• All new housing should be built to Lifetime Homes standard.</li> <li>• 10% of new housing is designed to be wheelchair accessible, or easily adaptable for wheelchair users.</li> </ul>	<p>Compliant: The proposed development is considered to provide an appropriate mix of dwelling types and sizes for this location.</p> <p>All of the units would be built to achieve the Lifetime Homes Standard and not less than 10% of the units would be designed to be wheelchair accessible, or easily adaptable for wheelchair users. Conditions have been recommended to ensure that these elements of the proposal are carried through to implementation of the development.</p>
3.9 (Mixed and balanced communities); 3.10 (Definition of affordable housing); 3.11 (Affordable housing targets); 3.12 (Negotiating affordable housing on individual private residential and mixed use schemes); and 3.13 (Affordable housing thresholds)	<p>Communities mixed and balanced by tenure and household income should be promoted across London.</p> <p>The maximum reasonable amount of affordable housing should be sought for individual schemes. In determining this regard needs to be had to current and future requirements for affordable housing, adopted affordable housing targets, the need to encourage rather than restrain residential development, the need to promote mixed and balanced communities, the size and type of affordable housing needed, the specific circumstances of individual sites, the resources available to fund affordable housing and the priority accorded to family housing provision.</p> <p>Negotiations should take account of a site's individual circumstances, including viability, the resources available from registered providers, the implications of phased development and other scheme requirements.</p> <p>Affordable housing should normally be provided on-site. In exceptional cases, where it can be demonstrated robustly that this is not appropriate in terms of the objectives of the policies of the London Plan, it may be provided off site.</p> <p>60% of total affordable housing provision should be for social and affordable rent and 40% for intermediate rent or sale. Priority should be accorded to the provision of affordable family housing.</p> <p>Boroughs should normally require affordable housing provision on a site which has capacity to provide 10 or more homes.</p>	<p>Compliant: The application is accompanied by an assessment which adequately demonstrates that the proposed contribution of 91 affordable dwellings is the maximum contribution that it is financially viable for the development to make. This assessment and its conclusions have been independently verified. This issue is addressed in greater detail in section 3 of the main report, in particular section 3.7.</p> <p>The scheme is considered to be compliant with policies on the creation of mixed and balanced communities.</p>
3.16 (Protection and enhancement of social	London requires additional and enhanced social infrastructure provision to meet the needs of its population.	Compliant: Alongside the infrastructure which would be delivered on site and through the financial contributions that the scheme is required to make under the Barnet and Mayoral Community

infrastructure)	Proposals which would result in a loss of social infrastructure in areas of defined need for that type of infrastructure without realistic proposals for re-provision should be resisted. The suitability of redundant social infrastructure for other forms of social infrastructure for which there is a defined need should be assessed before alternative developments are considered.	Infrastructure Levy systems, the conditions and planning obligations proposed are considered to ensure that the development would provide the social infrastructure necessary for it to be acceptable. The proposal would not result in the unacceptable loss of social infrastructure.
4.7 (Retail and town centre development)	<p>Seeks a strong, partnership approach to assessing need and bringing forward retail, commercial and leisure development in town centres.</p> <p>Planning decision makers should take into account the scale of development proposed and its relationship to the size, role and function of the centre, as well as the impact of such development. This policy re-enforces the town centre first approach set out in the NPPF.</p> <p>Local Plans should identify future need, undertake town centre health checks, take a proactive approach to bring forward appropriate development and resist inappropriate out of centre proposals.</p>	Compliant: Although the site is not located within an existing town centre, Local Plan policies seek to create a new shopping centre in Colindale to serve the local population. The amount and type of retail development proposed is considered to be appropriate to provide ground floor activity that would contribute towards the creation of a new vibrant neighbourhood centre for Colindale.
4.8 (Supporting a successful and diverse retail sector and related facilities and services)	<p>A successful, competitive and diverse retail sector should be supported, which promotes sustainable access to goods and services.</p> <p>Local Plans should bring forward capacity for additional comparison goods retailing, support convenience retail in district and neighbourhood centres, provide a policy framework for managing local shopping facilities and support diverse or locally important retail clusters and related facilities.</p>	Compliant: The proposals would provide small scale, walk-to shopping facilities for local people and would contribute to the creation of a neighbourhood centre for Colindale.
4.12 (Improving opportunities)	Strategic development proposals should support local employment, skills development and training opportunities.	Compliant: The heads of terms recommended for the Section 106 Agreement which would accompany the application include a requirement for the applicant to deliver construction apprenticeships at a mix of levels.

<p>5.1 (Climate Change Mitigation); and 5.2 (Minimising carbon dioxide emissions)</p>	<p>Development proposals should make the fullest contribution to minimising carbon dioxide emissions in accordance with the energy hierarchy.</p> <p>The Mayor will seek to ensure that developments meet the following target for CO<sub>2</sub> emissions, which is expressed as year improvements on the 2010 Building Regulations:</p> <p>2013 to 2016: 40% (Code for Sustainable Homes level 4).</p> <p>Major development proposals should include a comprehensive and appropriately detailed energy assessment to demonstrate how these targets are to be met within the framework of the energy hierarchy (be lean, be clean, be green).</p>	<p>Compliant: The proposal is accompanied by adequate assessments and includes a range of measures to mitigate climate change and reduce carbon dioxide emissions in accordance with the requirements of this policy. This includes reducing CO<sub>2</sub> emissions by more than 40% and compliance with Code for Sustainable Homes level 4. Conditions have been recommended to ensure that these are carried through into implementation. The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives.</p>
<p>5.3 (Sustainable design and construction)</p>	<p>Development proposals should demonstrate that sustainable design standards are integral to the proposal and have been considered from the start of the design process. Submissions should show how the requirements of the relevant guidance have been met.</p>	<p>Compliant: The proposal includes a range of elements and measures to achieve an appropriate level in respect of sustainable design and construction, provide an acceptable standard of environmental performance and adapt to the effects of climate change. This includes the new dwellings achieving Code for Sustainable Homes level 4. These matters are outlined in detail in section 3 of the main report.</p> <p>The development is considered to demonstrate the influence of this policy and compliance with its key objectives. Conditions have been recommended to ensure that this is carried through to implementation.</p>
<p>5.4A (Electricity and gas supply)</p>	<p>Promotes strategic investment in electricity and gas infrastructure where and when it is required to accommodate growth.</p> <p>Seeks to ensure that developers engage with energy companies to identify gas and electricity requirements for new developments. Seeks to ensure that boroughs work with energy companies and across boundaries to identify capacity shortfalls.</p>	<p>Compliant: Energy and water companies have been consulted and have not raised any capacity issues. It would be expected that the developer would liaise with utilities companies as part of their construction programme.</p>
<p>5.6 (Decentralised energy in development proposals)</p>	<p>Development should evaluate the feasibility of combined heat and power (CHP) systems and where they are appropriate also examine the opportunities to extend the system beyond the site boundary.</p> <p>Energy systems should be selected in the following hierarchy, connection to existing heating or cooling networks; site wide CHP network; communal heating and cooling.</p>	<p>Compliant: The submission demonstrates how the development proposed would connect to the Colindale Community Energy System. Conditions have been recommended to ensure that this occurs and as controlled the proposal is considered to be acceptable in this instance.</p>
<p>5.7 (Renewable energy); and 5.9 (Overheating)</p>	<p>Within the framework of the energy hierarchy proposals should provide a reduction in expected carbon dioxide</p>	<p>Compliant: The submission demonstrates how the development proposed would achieve acceptable levels of carbon dioxide emissions and have good</p>

and cooling)	<p>emissions through the use of on site renewable energy generation where feasible.</p> <p>Proposals should reduce potential overheating and reliance on air conditioning systems and demonstrate this has been achieved.</p>	<p>sustainability credentials more widely, without being reliant upon on site renewable energy generation.</p> <p>The submission includes measures to reduce the potential for overheating and reliance on air conditioning.</p> <p>The proposal is considered to demonstrate the influence of these policies and compliance with their key objectives.</p>
5.10 (Urban greening); and 5.11 (Green roofs and development site environs)	<p>Development proposals should integrate green infrastructure from the beginning of the design process to contribute to urban greening, including the public realm.</p> <p>Proposals should be designed to include roof, wall and site planting to deliver as wide a range of the objectives associated with such planting as possible.</p>	<p>Compliant: The proposed development incorporates several areas of new soft landscaping on the site. Details of these would be controlled through the conditions recommended to ensure that they achieve as many of the objectives of this policy as are practical.</p>
5.12 (Flood risk management); and 5.13 (Sustainable drainage)	<p>Proposals must comply with the flood risk assessment and management requirements as set out in the NPPF and associated guidance over the lifetime of the development.</p> <p>Proposals should utilise sustainable urban drainage systems unless there are practical reasons for not doing so and should aim to achieve Greenfield runoff rates and ensure that surface water runoff is managed as close to its source as possible in line with the drainage hierarchy. Drainage should be designed and implemented in ways that deliver other objectives of the London Plan.</p>	<p>Compliant: As conditioned the proposal is considered to demonstrate the influence of these policies and compliance with their key objectives.</p> <p>The proposal is accompanied by a Flood Risk Assessment and Drainage Strategy. This has been submitted to the Environment Agency who have responded and not raised any objections to the proposal provided this is complied with.</p> <p>Conditions have been recommended to ensure that the drainage infrastructure provided as part of the development meets the requirements of this policy.</p>
5.14 (Water quality and wastewater infrastructure); and 5.15 (Water use and supplies)	<p>Proposals must ensure that adequate waste water infrastructure capacity is available in tandem with development.</p> <p>Development should minimise the use of mains water and conserve water resources.</p>	<p>Compliant: Thames Water has been consulted on the application and they have not raised any objections to the proposal in respect of waste water infrastructure matters (or in any other regard).</p> <p>Conditions have been recommended to ensure that the proposal would minimise the use of mains water and conserve water.</p>
5.17 (Waste capacity)	<p>Suitable waste and recycling facilities are required in all new development.</p>	<p>Compliant: Conditions have been recommended which require the provision of suitable waste and recycling facilities.</p>
5.18 (Construction, excavation and demolition waste)	<p>Waste should be removed from construction sites, and materials brought to the site, by water or rail transport wherever that is practicable.</p>	<p>Compliant: It would not be practicable to transport waste materials, other than by road.</p>
5.21 (Contaminated land)	<p>Appropriate measures should be taken to ensure that contaminate land does not activate or spread contamination.</p>	<p>Compliant: Conditions are proposed to require the appropriate investigation and mitigation of any contamination.</p>
6.1 (Strategic approach); 6.2 (Providing public transport capacity and safeguarding	<p>The Mayor will work with all relevant partners to encourage the closer integration of transport and development.</p> <p>Streetspace managed to take account of</p>	<p>Compliant: The application includes measures to encourage access to the site by a range of modes of transport, including non-car modes. These measures include a travel plan seeking to encourage appropriate proportions of journeys by non-car modes of transport under the planning</p>

<p>land for transport); 6.3 (Assessing effects of development on transport capacity)</p>	<p>the different roles of roads for neighbourhoods and road users in ways that support promoting sustainable means of transport.</p> <p>Development should ensure that impacts on transport capacity and the transport network are fully assessed. The cumulative impacts of development must be taken into account and proposals should not adversely affect safety on the transport network.</p> <p>Transport assessments, travel plans, construction and logistics plans and service and delivery plans should be prepared in accordance with the relevant guidance.</p>	<p>obligations and conditions recommended.</p> <p>The Transport Assessment submitted has assessed the impact of the scheme over an appropriate area of influence and no significant impacts on the adjacent local highway network have been identified.</p> <p>The conditions and obligations recommended would ensure that the necessary transport related plans would be required and completed in accordance with the relevant guidance.</p>
<p>6.5 (Funding Crossrail and other strategically important transport infrastructure)</p>	<p>Contributions will be sought from developments to Crossrail and other transport infrastructure of regional strategic importance to London's regeneration and development.</p>	<p>Compliant: The development would be required to make a contribution under the Mayoral Community Infrastructure Levy.</p>
<p>6.7 (Better streets and surface transport)</p>	<p>Seeks to improve the quality of bus, bus transit and tram services, through the appropriate allocation of road space, ensuring secure and pleasant access and making provision for transport interchanges where appropriate.</p>	<p>Compliant: The development would not unduly impact on bus capacity. The scheme would provide public realm adjacent to Colindale Avenue, which would contribute to the creation of a high quality public transport interchange at Colindale Underground Station.</p>
<p>6.9 (Cycling); 6.10 (Walking)</p>	<p>Proposals should provide secure, integrated and accessible cycle parking facilities in line with in minimum standards and provide on-site changing facilities for cyclists.</p> <p>Development proposals should ensure high quality pedestrian environments and emphasise the quality of the pedestrian and street space.</p>	<p>Compliant: Officers consider that the scheme proposes a suitable quality of pedestrian environment and the proposal would provide appropriate facilities for cycles and cyclists. Conditions have been recommended to ensure that the objectives of these policies would be carried through to implementation.</p>
<p>6.11 (Smoothing traffic flow and tackling congestion)</p>	<p>Take a coordinated approach to smoothing traffic flow and tackling congestion.</p>	<p>Compliant: The proposal includes measures to minimise impact on traffic flow and tackle congestion. These include a Travel Plan, setting sustainable modal split targets and encouraging shifts to non-car modes of transport, and enhancements to local public transport, which would be enforceable under the planning obligations recommended.</p> <p>The Transport Assessment submitted has assessed the impact of the scheme over an appropriate area of influence. No significant impacts on the adjacent local highway network have been identified. This is discussed in greater detail in section 3 of the main report, in particular section 3.9.</p>

6.12 (Road Network Capacity)	Proposals should take account of contribution towards sustainable development, impact of additional traffic on capacity, impact on environment and how safety and pedestrian/cycle environment can be improved.	The Transport Assessment submitted has assessed the impact of the scheme over an appropriate area of influence. No significant impacts on the adjacent local highway network have been identified. This is discussed in greater detail in section 3 of the main report, in particular section 3.9.
6.13: (Parking)	The maximum standards in the London Plan should be applied to planning applications and developments should also provide electrical charging points, parking for disabled people and cycle parking in accordance with the London Plan standards. Delivery and servicing needs should also be provided for.	Compliant: The proposal is considered to demonstrate the influence of this policy and provides appropriate levels of parking in the relevant regards. Conditions have been recommended to ensure appropriate parking facilities, including electrical charging points and parking for disabled people are implemented, as well as requiring details of delivery and servicing.
7.1 (Lifetime Neighbourhoods )	In their neighbourhoods people should have a good quality environment in an active and supportive local community based on lifetime neighbourhood principles.	Compliant: The application is considered to demonstrate the influence of this policy and design of this proposal accords with the objectives of this policy. This is discussed in greater detail in the relevant parts of section 3 of the main report.
7.2: (Inclusive environment)	Design and Access Statements should explain how, the principles of inclusive design, including the specific needs of older and disabled people, have been integrated into the proposed development, whether relevant best practice standards will be complied with and how inclusion will be maintained and managed.	Compliant: The proposal includes a range of measures to ensure that the development would provide an inclusive environment for all members of the community. Through the conditions recommended it would be ensured that the development would be implemented and operated to accord with the objectives of this policy.
7.3 (Designing out crime)	Development proposals should reduce the opportunities for criminal behaviour and contribute to a sense of security without being overbearing or intimidating.	Compliant: The proposal includes a number of elements to meet the requirements of this policy and the Metropolitan Police Service has been consulted on the application not raised any objections to the development.
7.4 (Local character); 7.5 (Public realm); 7.6 (Architecture)	<p>Buildings, streets and spaces should provide a high quality design response.</p> <p>Public spaces should be secure, accessible, inclusive, connected, easy to understand and maintain, human in scale, relate to local context and incorporate the highest quality design, landscaping, planting, street furniture and surfaces.</p> <p>Architecture should make a positive contribution to a coherent public realm, incorporate the highest quality materials and provide design appropriate to its context. This includes not causing unacceptable harm to the amenity of surrounding land and buildings, in particular residential buildings, providing high quality indoor and outdoor spaces which integrate with surrounding streets and spaces, optimising the potential of sites, meeting the principles of inclusive design and incorporating best practice in resource management, and climate change mitigation and adaptation.</p>	Compliant: Officers consider that, subject to the requirements of the conditions recommended, the proposed development provides an appropriate and quality design approach to the buildings and spaces which form part of the application. The proposal is considered to demonstrate the influence of these policies and compliance with their key objectives where they are relevant. These matters are addressed in greater detail in section 3 of the main report and in particular section 3.5.

7.7 (Location and design of tall and large buildings)	<p>Tall and large buildings should be appropriately located and not have an unacceptably harmful impact on their surroundings.</p> <p>Such buildings should generally be limited to growth areas or town centres, should be in keeping with their surroundings, should improve legibility, should have ground floor activity and incorporate the highest design and sustainability standards. There should be no undue impact on heritage assets as a result of proposals for tall or large buildings. Applications should include an urban design analysis.</p>	Compliant: The proposed tall buildings would be appropriately located in strategic policy terms and would be located close to Colindale's public transport interchange – thereby improving legibility. A full urban design analysis has been submitted, which provides an appropriate rationale for the heights of buildings proposed and demonstrates no undue impact on nearby heritage assets. The buildings would be of high design quality and sustainability. These matters are addressed in greater detail in section 3 of the main report.
7.8 (Heritage assets and archaeology)	<p>Development should identify, value, conserve, restore, reuse and incorporate heritage assets where appropriate.</p> <p>Development affecting heritage assets and their settings should be conserve their significance, by being sympathetic to their form, scale, materials and architectural detail.</p> <p>New development should make provision for the protection of archaeological resources, landscapes and significant memorials.</p>	Compliant: The proposal would not have significant negative impacts on any heritage assets. The application is considered to demonstrate the influence of this policy and compliance with its key objectives.
7.13 (Safety, security and resilience to emergency)	Proposals should contribute to the minimisation of potential physical risks and include measures to assist in designing out crime.	<p>Compliant: The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives.</p> <p>The Metropolitan Police Service and London Fire and Emergency Protection Authority have not raised any objections to the application.</p>
7.14 (Improving air quality)	<p>Proposals should:</p> <ul style="list-style-type: none"> <li>- Minimise increased exposure to existing poor air quality and make provision to address existing air quality problems.</li> <li>- Promote sustainable design and construction to reduce emissions from the demolition and construction of buildings.</li> <li>- Be at least air quality neutral and not lead to further deterioration of poor air quality.</li> <li>- Ensure that where provision needs to be made to reduce development emissions this is usually on site.</li> </ul>	<p>Compliant: The submission demonstrates that the proposal would not have a significant adverse impact on air quality and the impact of local air quality on the future occupiers of the development can be adequately mitigated.</p> <p>The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives. Conditions have been recommended to ensure that the objectives of this policy would be carried through to implementation.</p>
7.15 (Reducing noise)	<p>Proposals should seek to reduce noise by:</p> <ul style="list-style-type: none"> <li>- Avoiding significant adverse noise impacts on health and quality of life as a result of new development.</li> <li>- Mitigating and minimising existing and potential adverse impacts of noise, whilst not constraining development or business.</li> <li>- Improving and enhancing the</li> </ul>	Compliant: The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives. The development would not have a significant adverse impact on neighbouring occupiers and users and the amenities of future occupiers would be adequately protected as far as is practicable in this instance. These issues are addressed in greater detail in section 3 of the main report.

	<p>acoustic environment.</p> <ul style="list-style-type: none"> <li>– Separating new noise sensitive development from major noise sources.</li> </ul>	
7.18 (Protecting public open space and addressing deficiency)	Supports the creation of new open space to address deficiency. Resists the loss of protected open spaces unless equivalent or better provision is made locally.	Compliant: There would be no loss of designated open space as a result of the proposal. Furthermore, the adjacent Colindale Park would be enhanced and additional public realm and green space would be created within the development. The scheme would also provide policy compliant amenity space.
7.19 (Biodiversity and access to nature)	<p>Proposals should:</p> <ul style="list-style-type: none"> <li>– Wherever possible make a positive contribution to the protection, enhancement, creation and management of biodiversity.</li> <li>– Prioritise assisting in meeting targets in biodiversity action plans and/or improve access to nature in areas deficient in accessible wildlife sites.</li> <li>– Be resisted where they have significant adverse impacts on the population or conservation status of a protected species, or a priority species or habitat identified in a biodiversity action plan.</li> </ul>	<p>Compliant: Natural England have not raised any objections to the proposal. The application is considered to demonstrate the influence of this policy and includes measures to make a positive contribution to biodiversity.</p> <p>Conditions have been recommended to ensure that the key objectives of this policy would be carried through at implementation.</p>
7.21 (Trees and woodlands)	Existing trees of value should be retained and any loss as a result of development should be replaced. Wherever appropriate the planting of additional trees should be included in developments, particularly large canopied species.	Compliant: The application is considered to demonstrate the influence of this policy and compliance with its key objectives. The proposal would result in the removal of trees, but adequate replacement planting has been proposed. Conditions have been recommended to ensure that the key objectives of this policy would be carried through at implementation. This issue is discussed in greater detail in section 3 of the report.
8.2 (Planning obligations; 8.3 (Community Infrastructure Levy)	<p>Development proposals should address strategic as well as local priorities in planning obligations.</p> <p>Affordable housing and supporting the funding of Crossrail (where appropriate) and other public transport improvements should be given the highest importance, with Crossrail (where appropriate) having higher priority than other transport improvements.</p> <p>Importance should also be given to talking climate change, learning and skills, health facilities and services, childcare provisions and the provision of small shops.</p>	<p>Compliant: An appropriate set of planning obligations will be required before planning permission can be granted. The Heads of Terms of these are attached to this committee report.</p> <p>It is considered that the package of planning obligations and conditions recommended would, when considered alongside the financial contributions that the development would be required to make under the Barnet CIL, mitigate the potential adverse impacts of the development and ensure the provision of the funding needed for the delivery of the infrastructure necessary to support the scheme. The application will also make a contribution under the Mayoral Community Infrastructure Levy.</p>

**Table 2: Analysis of the proposals compliance with Barnet’s Local Plan Policies (2012)**

<b>Policy</b>	<b>Content Summary</b>	<b>Extent of Compliance and Comment</b>

**Core Strategy**

<p>CS NPPF (National Planning Policy Framework – presumption in favour of sustainable development)</p>	<p>Take a positive approach to proposals which reflects the presumption in favour of sustainable development and approve applications that accord with the Local Plan, unless material considerations indicate otherwise. Where there are no policies relevant to the proposal or the relevant policies are out of date permission should be granted, unless material considerations indicate otherwise.</p>	<p>Compliant: The proposal is considered to constitute a sustainable form of development which complies with the relevant policies in the Local Plan. It has therefore been recommended for approval.</p>
<p>CS1 (Barnet's place shaping strategy – The Three Strands Approach)</p>	<p>As part of its 'Three Strands Approach' the council will:</p> <ul style="list-style-type: none"> <li>- Concentrate and consolidate growth in well located areas that provide opportunities for development, creating a high quality environment that will have positive impacts.</li> <li>- Focus major growth in the most suitable locations and ensure that this delivers sustainable development, while continuing to conserve and enhance the distinctiveness of Barnet as a place to live, work and visit.</li> <li>- Seek the highest standards of urban design.</li> <li>- Ensure that development funds infrastructure through Section 106 Agreements and other funding mechanisms.</li> <li>- Protect and enhance Barnet's high quality suburbs and priority town centres.</li> </ul>	<p>Compliant: the proposal is considered to show the influence of this policy and demonstrates compliance with its key objectives.</p> <p>The location is highly sustainable and is within an area identified for growth in this policy (Colindale). The site is therefore considered to be appropriate for a development of the form and nature proposed. The design of the scheme is of a quality that achieves the objective of achieving the highest standards of urban design.</p> <p>It is considered that the package of planning obligations and conditions recommended would, when considered alongside the financial contributions that the development would be required to make under the Barnet CIL, mitigate the potential adverse impacts of the development and ensure the provision of the funding needed for the delivery of the infrastructure to support the scheme. The application will also necessitate a contribution under the Mayoral Community Infrastructure Levy.</p>
<p>CS3 (Distribution of growth in meeting housing aspirations)</p>	<p>Outside of the areas identified specifically for growth the approach to development opportunity sites will be set within the context of the density matrix in the London Plan. This will seek to optimise housing density to reflect local context, public transport accessibility and the provision of social infrastructure.</p>	<p>Compliant: The scheme is considered to comply with the objective of this policy, by providing an optimum density of development based on the sites characteristics and public transport accessibility. The location is highly sustainable and is within an area identified for growth in this policy (Colindale).</p>
<p>CS4 (Providing quality homes and housing choice in Barnet)</p>	<p>Aim to create successful communities by:</p> <ul style="list-style-type: none"> <li>- Seeking to ensure a mix of housing products that provide choice for all are available.</li> <li>- Ensuring that all new homes are built to the Lifetime Homes Standard and that the wider elements of schemes include the relevant inclusive design principles.</li> <li>- Seeking a range of dwelling sizes and types that meet identified housing priorities and do not undermine suburban character or local distinctiveness.</li> <li>- Seeking a variety of housing related support options.</li> </ul>	<p>Compliant: The submission is considered to demonstrate the influence of this policy and show compliance with its key objectives.</p> <p>The proposal provides an appropriate mix of dwelling types and sizes and includes a range of measures to ensure that the development would provide an inclusive environment for all members of the community. This includes all the dwellings proposed being constructed to achieve the relevant Lifetime Homes standards.</p> <p>Compliant: The application is accompanied by an assessment which adequately demonstrates that the proposed contribution of 91 on site affordable dwellings is the maximum contribution that it is</p>

	<ul style="list-style-type: none"> <li>- Delivering 5500 new affordable homes by 2025/26 and seeking a borough wide target of 40% affordable homes on sites capable of accommodating 10 or more dwellings.</li> <li>- Seek an appropriate mix of affordable housing comprising 60% social rented housing and 40% intermediate housing. The provision of off-site affordable housing will only be accepted in exceptional instances.</li> </ul>	<p>financially viable for the development to make. This assessment and its conclusions have been independently verified.</p> <p>These issues are addressed in greater detail in section 3 of the main report.</p>
<p>CS5 (Protecting and enhancing Barnet's character to create high quality places)</p>	<p>The council will ensure that development in Barnet respects local context and distinctive local character, creating places and buildings with high quality design.</p> <p>Developments should:</p> <ul style="list-style-type: none"> <li>- Address the principles, aims and objectives set out in the relevant national guidance.</li> <li>- Be safe attractive and fully accessible.</li> <li>- Provide vibrant, attractive and accessible public spaces.</li> <li>- Respect and enhance the distinctive natural landscapes of Barnet.</li> <li>- Protect and enhance the gardens of residential properties.</li> <li>- Protect important local views.</li> <li>- Protect and enhance the boroughs high quality suburbs and historic areas and heritage.</li> <li>- Maximise the opportunity for community diversity, inclusion and cohesion.</li> <li>- Contribute to people's sense of place, safety and security.</li> <li>- Protect and enhance Barnet's heritage.</li> <li>- Only include tall buildings in certain strategic locations.</li> </ul>	<p>Compliant: The application is considered to demonstrate the influence of this policy and compliance with its key objectives.</p> <p>The design approach proposed takes suitable account of its context, the character of the area, the developments relationship with neighbouring buildings and spaces and provide a scheme of an appropriate standard. The new dwellings proposed would all be of a sufficiently high quality internally, externally and in relation to their immediate context and the wider environment.</p> <p>These issues are discussed in greater detail in section 3 of the report.</p>
<p>CS6 (Promoting Barnet's town centres)</p>	<p>The council will promote competitive, successful and vibrant town centres throughout Barnet including its priority town centres.</p>	<p>Compliant: The proposal would include retail floorspace to enhance the local walk-to shopping offer in Colindale. The amount and nature of retail floorspace proposed would not result in an adverse impact on any neighbouring town centres.</p>
<p>CS7 (Enhancing and protecting Barnet's open spaces)</p>	<p>Create a greener Barnet by:</p> <ul style="list-style-type: none"> <li>- Protect and enhance open spaces.</li> <li>- Meeting increased demand for access to open space and opportunities for physical activity.</li> <li>- Improving access to open space in areas of public open space deficiency.</li> <li>- Securing improvements to open spaces including provision for children's play sports facilities and better access arrangements, where opportunities arise.</li> <li>- Maintaining and improving greening by protecting incidental spaces,</li> </ul>	<p>Compliant: The proposal provides sufficient quantities of green open space, including new communal areas of amenity space and other soft landscaped areas. There would also be improvements carried out to the public open space at Colindale Park. Conditions have been recommended to ensure that the green open spaces provided are implemented in a manner which meets the objectives of this policy.</p> <p>The submission is considered to demonstrate the influence of this policy and shows compliance with its key objectives.</p>

	<p>trees, hedgerows and watercourses.</p> <ul style="list-style-type: none"> <li>- Protecting existing site ecology and ensuring development makes the fullest contributions enhancing biodiversity.</li> <li>- Enhancing local food production.</li> </ul>	
<p>CS8 (Promoting a strong and prosperous Barnet)</p>	<p>Expect major developments to provide financial contributions and to deliver employment and training initiatives.</p> <p>Safeguard existing employment sites (in accordance with policy DM14) and encourage development that improves the quality of employment provision.</p>	<p>Compliant: The heads of terms recommended for the Section 106 Agreement which would accompany the application include a requirement for the applicant to deliver apprenticeships at a mix of levels. There would be no loss of an employment site as a result of the proposal.</p>
<p>CS9 (Providing safe, efficient and effective travel)</p>	<p>Developments should provide and allow for safe, effective and efficient travel and include measures to make more efficient use of the local road network.</p> <p>Major proposals shall incorporate Transport Assessments, Travel Plans, Delivery and Servicing Plans and mitigation measures and ensure that adequate capacity and high quality safe transport facilities are delivered in line with demand.</p> <p>The council will support more environmentally friendly transport networks, including the use of low emission vehicles (including electric cars), encouraging mixed use development and seeking to make cycling and walking more attractive for leisure, health and short trips.</p>	<p>Compliant: The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives. Where appropriate conditions and planning obligations have been recommended to ensure that the objectives of this policy would be carried through to implementation.</p> <p>The Transport Assessment submitted is considered to have assessed the impact of the scheme over an appropriate area of influence. No significant impacts on the adjacent local highway network have been identified. The design of the development is considered to take full account of the safety of all road users, includes appropriate access arrangements and would not unacceptably increase conflicting movements on the road network or increase the risk to vulnerable road users.</p> <p>An appropriate parking ratio has been incorporated, influenced by the principles of parking restraint. Measures have been recommended to ensure that the occupiers of the proposed development are encouraged to use a range of modes of transport. These include a Travel Plan seeking to encourage appropriate proportions of journeys by non-car modes of transport (under the planning obligations and conditions recommended), a contribution towards implementation of a Controlled Parking Zone (CPZ) and a restriction on the occupiers of the new development from obtaining permits for the CPZ. A Construction Management and Logistics Plan has been recommended to ensure the impact of the construction phase of the development is mitigated.</p> <p>Officers consider that the scheme proposes suitable access arrangements and an appropriate quality of pedestrian environment. The proposal would deliver acceptable facilities for electric vehicles, pedestrians, cycles and cyclists.</p> <p>These issues are discussed in greater detail in section 3 of the report, in particular section 3.9.</p>

CS10 (Enabling inclusive and integrated community facilities and uses)	The council will ensure that community facilities are provided for Barnet's communities and expect development that increases the demand for community facilities and services to make appropriate contributions towards new and accessible facilities.	Compliant: The proposal would deliver a ground floor unit for flexible community use and this would be delivered through the Section 106 Agreement. The scheme would also be liable for making a financial contribution under the Barnet CIL. This can also be used to fund the facilities to support the scheme. The application will also necessitate a contribution under the Mayoral Community Infrastructure Levy.
CS11 (Improving health and wellbeing in Barnet)	Improve health and wellbeing in Barnet through a range of measures including supporting healthier neighbourhoods, ensuring increased access to green spaces and improving opportunities for higher levels of physical activity.	Compliant: The design of the development has been influenced by the desire to create a healthy residential environment. This includes providing a layout and other measures to mitigate the noise and air quality impacts arising from the sites proximity to Colindale Avenue and the Northern Line. The provision of new open spaces for residents and the enhancement of Colindale Park would also contribute to the objectives of this policy.
CS12 (Making Barnet a safer place)	<p>The Council will:</p> <ul style="list-style-type: none"> <li>- Encourage appropriate security and community safety measures in developments and the transport network.</li> <li>- Require developers to demonstrate that they have incorporated community safety and security design principles in new development.</li> <li>- Promote safer streets and public areas, including open spaces.</li> </ul>	<p>Compliant: The design of the proposal is considered to demonstrate the influence of this policy and the scheme is found to be compliant with the key elements of this policy. The scheme would provide streets and spaces that are well overlooked and would improve natural surveillance of Colindale Park.</p> <p>The Metropolitan Police Service and London Fire and Emergency Protection Authority have not raised any objection to the proposals.</p>
CS13 (Ensuring the efficient use of natural resources)	<p>The council will:</p> <ul style="list-style-type: none"> <li>- Seek to minimise Barnet's contribution to climate change and ensure that the borough develops in a way which respects environmental limits and improves quality of life.</li> <li>- Promote the highest environmental standards for development to mitigate and adapt to the effects of climate change.</li> <li>- Expect development to be energy efficient and seek to minimise any wasted heat or power.</li> <li>- Expect developments to comply with London Plan policy 5.2.</li> <li>- Maximise opportunities for implementing new district wide networks supplied by decentralised energy.</li> <li>- Make Barnet a water efficient borough, minimise the potential for fluvial and surface flooding and ensure developments do not harm the water environment, water quality and drainage systems.</li> <li>- Seek to improve air and noise quality.</li> </ul>	<p>Compliant: The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives.</p> <p>The proposal is accompanied by adequate assessments and includes a range of measures to mitigate climate change and reduce carbon dioxide emissions in accordance with the requirements of this policy. The submission demonstrates how the development proposed would achieve acceptable levels of carbon dioxide emissions and have good sustainability credentials more widely, in addition to connection to the Colindale Community Energy System.</p> <p>The proposal would not have a significant adverse impact on the local noise environment. The submission assesses and adequately mitigates the impact of the local noise environment on the development. The amenities of future occupiers would be adequately protected as far as is practicable in this regard with the design proposed.</p> <p>The proposal would not have a significant adverse impact on air quality and the impact of local air quality on the future occupiers of the development can be adequately mitigated.</p> <p>The proposal is accompanied by a Flood Risk Assessment and Drainage Strategy. This has been submitted to the Environment Agency who have responded and not raised any objections to the proposal. Conditions have been recommended to</p>

		<p>ensure that the drainage provided as part of the development meets the requirements of this policy as far as is practicable.</p> <p>Thames Water has confirmed that they would not have any objections to the scheme in terms of the capacity of sewerage infrastructure to accommodate the development. The scheme would minimise the use of mains water and conserve water.</p> <p>Appropriate conditions have been recommended to ensure that the proposal is implemented in a way which achieves the objectives of this policy.</p> <p>These issues are addressed in greater detail in the relevant parts of section 3 of the main report.</p>
CS14 (Dealing with our waste)	The council will encourage sustainable waste management by promoting waste prevention, re-use, recycling, composting and resource efficiency over landfill and requiring developments to provide appropriate waste and recycling facilities.	Compliant: It is considered that this development provides appropriate waste storage facilities. A Construction Environmental Management Plan would be required by condition, and this would seek to minimise construction waste. Subject to the conditions recommended would achieve the requirements of this policy.
CS15 (Delivering the Core Strategy)	The council will work with partners to deliver the vision, objectives and policies of the Core Strategy, including working with developers and using planning obligations and other funding mechanism to support the delivery of infrastructure, facilities and services to meet needs generated by development and mitigate the impact of development.	<p>Compliant: An appropriate set of planning obligations will be required before planning permission can be granted. The Heads of Terms of these are attached to this committee report.</p> <p>It is considered that the package of planning obligations and conditions recommended would, when considered alongside the financial contributions that the development would be required to make under the Barnet CIL, mitigate the potential adverse impacts of the development and ensure the provision of the funding needed for the delivery of the infrastructure necessary to support the scheme. The application will also make a contribution under the Mayoral Community Infrastructure Levy.</p>
<b>Development Management Policies</b>		
DM01 (Protecting Barnet's character and amenity)	<p>Development should represent high quality design that contributes to climate change mitigation and adaptation.</p> <p>Proposals should be based on an understanding of local characteristics, preserve or enhance local character and respect the appearance, scale, mass, height and pattern of surrounding buildings, spaces and streets.</p> <p>Development should ensure attractive, safe and vibrant streets which provide visual interest, particularly at street level. Proposal should create safe and secure environments, reduce opportunities for crime and minimise fear of crime.</p> <p>Development should be designed to allow for adequate daylight, sunlight, privacy and outlook for adjoining and</p>	<p>Compliant: The application is considered to demonstrate the influence of this policy and compliance with its key objectives. Where appropriate conditions have been recommended to ensure that the development implemented will achieve the objectives of the policy.</p> <p>The design approach proposed takes suitable account of its context, the character of the area, the developments relationships with neighbouring buildings and spaces. The scheme is found to be of a sufficiently high quality design internally, externally and in relation to its context and wider environment.</p> <p>The Metropolitan Police Service and London Fire and Emergency Protection Authority have not expressed any concerns about the proposals and the development is found to create a safe and secure environment. Conditions have been recommended to ensure that appropriate street lighting is implemented as part of the scheme.</p>

	<p>potential occupiers and users. Lighting schemes should not have a demonstrably harmful impact on amenity or biodiversity. Proposals should retain outdoor amenity space.</p> <p>Conversion of dwellings into flats in roads characterised by houses will not normally be appropriate.</p> <p>Trees should be safeguarded and when protected trees are to be felled the Council will require suitable tree replanting. Proposals will be required to include landscaping that is well laid out; considers the impact of hardstandings on character; achieves a suitable visual setting; provides an appropriate level of new habitat; makes a positive contribution to the surrounding area; contributes to biodiversity (including the retention of existing wildlife habitat and trees); and adequately protects existing trees and their root systems.</p>	<p>The design of the development is such that it would fulfil the requirements of this policy in respect of the amenities of both adjoining and potential occupiers and users. The scheme would provide an acceptable level of new outdoor amenity space.</p> <p>Natural England has not raised any objections to the proposal and the application includes measures to make a positive contribution to biodiversity. The proposal would result in the removal of trees, but adequate landscaping, including replacement tree planting has been proposed.</p> <p>These issues are discussed in greater detail in section 3 of the report.</p>
DM02 (Development standards)	Development will be expected to demonstrate compliance with relevant standards, supported by the guidance provided in the Council's Supplementary Planning Documents.	Compliant: The submission is considered to demonstrate the influence of this policy and meets relevant standards. All the dwellings would achieve Code for Sustainable Homes Level 4, meet the Lifetime Homes Standards and achieve the London Plan minimum floor space standards. Policy compliant levels of outdoor amenity and play space would be provided on site and 10% of the dwellings would be constructed to be easily adaptable to wheelchair accessible standards.
DM03 (Accessibility and inclusive design)	Developments should meet the highest standards of accessible and inclusive design.	Compliant: The proposal includes a range of measures to ensure that the development would provide an accessible and inclusive environment for all members of the community. Through the conditions recommended it would be ensured that the development would be implemented and operated to accord with the objectives of this policy.

<p>DM04 (Environmental considerations)</p>	<p>Developments are required to demonstrate their compliance with the Mayor's targets for reductions in carbon dioxide emissions within the framework of the energy hierarchy.</p> <p>Where decentralised energy is feasible or planned development will provide either suitable connection; the ability for future connection; a feasibility study or a contribution to a feasibility study.</p> <p>Proposals should be designed and sited to reduce exposure to air pollutants and ensure that development is not contributing to poor air quality. Locating development that is likely to generate unacceptable noise levels close to noise sensitive uses will not normally be permitted. Proposals to locate noise sensitive development in areas with existing high levels of noise not normally be permitted. Mitigation of noise impacts through design, layout and insulation will be expected where appropriate.</p> <p>Development on land which may be contaminated should be accompanied by an investigation to establish the level of contamination. Proposals which could adversely affect ground water quality will not be permitted.</p> <p>Development should demonstrate compliance with the London Plan water hierarchy for run off, especially in areas prone to flooding.</p>	<p>Compliant: The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives.</p> <p>The proposal is accompanied by adequate assessments and includes a range of measures to mitigate climate change and reduce carbon dioxide emissions in accordance with the requirements of this policy. The conditions recommended would ensure that the development proposed achieves acceptable levels of carbon dioxide emissions and good sustainability credentials more widely, in addition to connection to the Colindale Community Energy System.</p> <p>The proposal would not have a significant adverse impact on the local noise environment. The submission assesses the impact of the local noise environment on the development. The amenities of future occupiers of the scheme would be adequately protected as far as is practicable in this regard with the mitigation required under the conditions recommended.</p> <p>The proposal would not have a significant adverse impact on air quality and the impact of local air quality on the future occupiers of the development can be adequately mitigated. The controls recommended require the appropriate investigation and mitigation of any land contamination.</p> <p>The application is accompanied by a Flood Risk Assessment and Drainage Strategy. This has been submitted to the Environment Agency who have responded and not raised any objections to the proposal. Conditions have been recommended to ensure that the drainage provided as part of the development meets the requirements of this policy. Thames Water has confirmed that there is adequate sewage infrastructure to accommodate the development. The proposal would minimise the use of mains water and conserve water.</p> <p>Appropriate conditions have been recommended to ensure that the proposal is implemented in a way which achieves the objectives of this policy.</p> <p>These issues are addressed in greater detail in the relevant parts of section 3 of the main report.</p>
<p>DM05 (Tall buildings)</p>	<p>Proposals for tall buildings will need to demonstrate an active street frontage, successful integration into the urban fabric, a regard to topography and local views, not cause harm to heritage assets and provide comfortable microclimatic conditions in the adjacent public realm.</p>	<p>Compliant: The proposed tall buildings would satisfy all the criteria set out in this policy and are supported by a robust urban design justification, as well as high quality design and detailing.</p>
<p>DM06 (Barnet's heritage and conservation)</p>	<p>All development to have regard to the local historic context and protect heritage assets in line with their significance.</p> <p>Development proposals to preserve or enhance the character and appearance of conservation areas and protect</p>	<p>Compliant: The proposal would not have significant negative impacts on any heritage assets. The application is considered to demonstrate the influence of this policy and compliance with its key objectives.</p>

	archaeological remains.	
DM08 (Ensuring a variety of sizes of new homes to meet housing need)	<p>Development should provide, where appropriate a mix of dwelling types and sizes in order to provide choice.</p> <p>Barnet's dwelling size priorities are 3 bedroom properties the highest priority for social rented dwellings, 3 and 4 bedroom properties the highest priority for intermediate affordable dwellings and 4 bedroom properties the highest priority for market housing, with three bedroom properties a medium priority.</p>	Compliant: The submission is considered to demonstrate the influence of this policy and provides an appropriate mix of dwelling types and sizes. This matter is discussed in greater detail in section 3 of the report.
DM10 (Affordable housing contributions)	The maximum reasonable amount of affordable housing will be required on site, subject to viability, from new sites, having regard to the target that 40% of housing provision borough wide should be affordable.	Compliant: The application is accompanied by an assessment which adequately demonstrates that the proposed contribution of 91 on site affordable dwellings is the maximum contribution that it is financially viable for the development to make. This assessment and its conclusions have been independently verified. This issue is addressed in greater detail in section 3 of the main report, in particular section 3.7.
DM11 (Development principles in the town centres)	The council will seek an appropriate mix of uses as part of town centre development, will resist significant out of centre retail development and will protect retail frontage in existing centres.	Compliant: The proposal would include retail floorspace to enhance the local walk-to shopping offer in Colindale. The amount and nature of retail floorspace proposed would not result in an adverse impact on any neighbouring town centres.
DM13 (Community and education uses)	Loss of community facilities will only be acceptable in exceptional circumstances. New facilities should be located in sustainable locations.	Compliant: There would be no loss of existing community or education facilities. The proposed community use would be highly accessible by public transport and would not unduly impact on local highway safety.
DM14 (New and existing employment space)	<p>Proposals to redevelop or re-use an existing employment space which reduces the levels of employment use and impact negatively on the local economy will be resisted. Where appropriate the loss of employment space will be expected to provide mitigation in the form of contributions to employment training.</p> <p>The loss of B Class uses will only be permitted where it can be demonstrated that a site is no longer suitable and viable for its existing or alternative business use in the short to long term and an effective period of marketing has been undertaken.</p>	Compliant: It is recognised that the site did previously generate a level of employment and that planning policies seek generally to safeguard existing employment sites that meet the needs of modern business. However, the British Library have confirmed that the site is no longer appropriate for its previous use and the site is allocated in the CAAP for residential development. Furthermore, the proposed retail units are expected to employ as many full time equivalent staff as the existing facility, although it is noted that this would be a different type of employment. It is also noted that the applicant is providing to a contribution to employment and training in the borough through the planning obligations recommended to secure apprenticeships. In such circumstances it is not considered that the loss of the existing use at the site would be contrary to the objectives of this policy.
DM15 (Green belt and open spaces)	Open space will be protected from development. In areas which are identified as deficient in public open space, where the development site is appropriate or the opportunity arises the council will expect the on site provision of public open space.	Compliant: The application is considered to demonstrate the influence of this policy. The scheme would result in improved public open space and is found to provide sufficient areas of new green open space for its future occupiers.
DM16 (Biodiversity)	The Council will seek the retention and enhancement, or the creation of biodiversity.	Compliant: Natural England have not raised any objections to the proposal. The application is considered to demonstrate the influence of this

		<p>policy and includes measures to make a positive contribution to biodiversity. Conditions have been recommended to ensure that the key objectives of this policy would be carried through at implementation.</p>
<p>DM17 (Travel impact and parking standards)</p>	<p>The Council will :</p> <ul style="list-style-type: none"> <li>- Ensure that the safety of all road users is taken into account when considering development proposals.</li> <li>- Ensure that roads within the borough are used appropriately according to their status.</li> <li>- Expect major development proposals with the potential for significant trip generation to be in locations which are (or will be) highly accessible by a range of transport modes. Developments should be located and designed to make the use of public transport more attractive.</li> <li>- Require a full Transport Assessment where the proposed development is anticipated to have significant transport implications.</li> <li>- Require the occupier to develop, implement and maintain a satisfactory Travel Plan to minimise increases in road traffic and meet mode split targets.</li> <li>- Expect development to provide safe and suitable access arrangements for all road users.</li> <li>- Require appropriate measures to control vehicle movements, servicing and delivery arrangements.</li> <li>- Require, where appropriate, improvements to cycle and pedestrian facilities.</li> <li>- Parking will be expected to be provided in accordance with the following per unit maximum standards: <ul style="list-style-type: none"> <li>i. 2 to 1.5 spaces for detached and semi-detached houses and flats (4 or more bedrooms).</li> <li>ii. 1.5 to 1 spaces for terraced houses and flats (2 to 3 bedrooms).</li> <li>iii. 1 to less than 1 space for developments consisting mainly of flats (1 bedroom)</li> </ul> </li> </ul>	<p>Compliant: The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives. Where appropriate conditions and planning obligations have been recommended to ensure that the objectives of this policy would be carried through to implementation.</p> <p>The Transport Assessment submitted is considered to have assessed the impact of the scheme over an appropriate area of influence. No significant impacts on the adjacent local highway network have been identified. The design of the development is considered to take full account of the safety of all road users, includes appropriate access arrangements and would not unacceptably increase conflicting movements on the road network or increase the risk to vulnerable road users.</p> <p>An appropriate parking ratio has been incorporated, influenced by the principles of parking restraint. Measures have been recommended to ensure that the occupiers of the proposed development are encouraged to use a range of modes of transport. These include a Travel Plan seeking to encourage appropriate proportions of journeys by non-car modes of transport (under the planning obligations and conditions recommended), a contribution towards implementation of a Controlled Parking Zone (CPZ) and a restriction on the occupiers of the new development from obtaining permits for the CPZ. A Construction Management and Logistics Plan has been recommended to ensure the impact of the construction phase of the development is mitigated.</p> <p>Officers consider that the scheme proposes suitable access arrangements and an appropriate quality of pedestrian environment. The proposal would deliver acceptable facilities for electric vehicles, pedestrians, cycles and cyclists.</p>