

**LOCATION:** Development Plot A8 (Grahame Park Estate Regeneration), Lanacre Avenue, Colindale, NW9

**REFERENCE:** H/00320/14                   **Received:** 24/12/2013  
**WARD:** Colindale                           **Accepted:** 11/04/2014  
   **Expiry:** 09/07/2014

**APPLICANT:** Barnet and Southgate College

**PROPOSAL:** Revised application for development of plot A8 consisting of a 5 storey building comprising a 5,536sqm college, 500sqm public library and 500sqm centre for independent living (all Use Class D1); associated vehicle access, parking, landscaping, refuse and cycle storage (this is an amended proposal for the whole of this development plot, being proposed instead of the reserved matters approval reference H/00308/11 dated 21/02/2012 for 57 flats, a 750sqm public library, 945sqm centre for independent living and 279sqm of retail floorspace)

## APPLICATION SUMMARY

### Background and Procedural Matters

The application site forms a development plot within Phase 1B of the Grahame Park Estate regeneration scheme, which is being implemented by Genesis Housing Association. Outline planning permission was granted for the comprehensive redevelopment of the estate back in 2007 and reserved matters consent for Phase 1B was approved in February 2012. The reserved matters approval gave permission for the development of A8 to provide 57 flats, a 750sqm public library, 945sqm centre for independent living and 279sqm of retail floorspace.

The Colindale Area Action Plan supports the relocation of Barnet and Southgate College (the College) to a new purpose built building close to Colindale Underground Station. It was originally envisaged that the new campus would be provided as part of the former Colindale Hospital development and a plot was set aside for this as part of the masterplan for this scheme, which is being built out by Fairview. However, owing to delays in the College's disposal of their Grahame Park Way site, this plot is no longer available. The College confirmed in 2013 that they no longer wished to pursue the Colindale Hospital plot and were considering alternative locations in the Colindale area. A8 is within 350m of Colindale Underground Station, so is considered to be a sustainable location. It would be adjacent to the new southern square, which will have retail and community uses located around it. The new College would therefore be well located in a new neighbourhood of mixed use activity, close to public transport links.

This application is for full planning permission, which would effectively 'drop in' to the wider masterplan for Grahame Park Estate, as the College floorspace was not included in the original outline. The principle of this approach is considered to be acceptable in this instance, as the revised proposal for A8 would be a minor change in the context of the overall

masterplan, would be similar in scale and layout, would retain the key community uses and would not compromise the overall delivery of the regeneration. The approach of ‘dropping in’ the College application into the wider masterplan would not compromise the ability to implement the remainder of the outline planning consent. Furthermore, the remaining phases of the Grahame Park scheme, known as Stage B, are likely to be revised following a review of scheme viability.

#### Summary of Assessment of Application

In summary, the proposed mix of uses proposed would accord with the site specific guidance set out in the Colindale Area Action Plan (CAAP), as well as more general Barnet Local Plan policies governing the provision of such uses. The scheme would also contribute to the vitality of the area, which the CAAP also requires, as well as providing a positive contribution towards the wider regeneration of Colindale.

The design and layout of the development would relate well to the remainder of Phase 1B and the scale of the building would comply with the parameters set by the outline consent. The development relates acceptably to neighbouring properties, is in keeping with the character of this part of the Grahame Park development and does not cause any unacceptable harm to the amenities of the neighbouring properties.

More generally the application includes a number of measures to achieve a good standard in respect of sustainable design and construction. The new building would meet BREEAM ‘Excellent’ and there are requirements for appropriate biodiversity mitigation and enhancement measures which are ensured through the conditions recommended.

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 landscaping proposed for the site is considered to include an adequate balance of hard and soft surfaces, having regard to the urban character of the Phase 1B. The setting for the building proposed would be provided by the Southern Square, but the proposal also includes the planting of new trees at the rear of the building. 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.

A number of conditions and planning obligations have been recommended to ensure that the development achieves a suitable quality of environment, does not cause any unacceptable harm to the amenities of neighbouring occupiers, achieves the benefits that the submission advances in support of the scheme and mitigates any potential adverse impacts from the proposal, including transport impacts.

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 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) **Travel Plan**  
The applicant shall enter into a strategic level Travel Plan for the College and a local level travel plan for the library/CIL that seek to reduce reliance on the use of the private car and to ensure the sustainability of the development.
- (d) **Travel Plan Monitoring Contributions**  
Payment of financial contributions totaling **£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.
- (e) **Controlled Parking Zone Contribution**  
A contribution of **£100,000** towards the provision of a Controlled Parking Zone in the vicinity of the site.

### **Recommendation 2:**

That upon completion of the agreement specified in Recommendation 1, the Acting Assistant Director of Planning and Development Management approve the planning application reference H/00320/14 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:

P001 Rev B  
P100 Rev B  
P105 Rev A  
P200 Rev G  
P201 Rev L  
P210 Rev M  
P211 Rev M  
P260 Rev E  
P261 Rev E  
P262 Rev C  
P263 Rev C  
P264 Rev A  
P265 Rev A  
P266 Rev A  
P270 Rev E  
P271 Rev D  
P275 Rev D  
P276 Rev C  
P920 Rev A

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**

3. Notwithstanding the details shown on the plans otherwise hereby approved the development hereby permitted shall not commence (except for enabling works) 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. Notwithstanding the detail on the approved plans, before the development hereby permitted is commenced, details of the height, materials and type of boundary treatments to be erected as part of the development (including manufacturers' details of the vehicle access gates) shall be submitted and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details and shall thereafter be retained.

Reason:

To ensure the highest standards of design in the interests of the character and visual amenities of the site and wider area and in the interests of highway safety in accordance with policies CS5, DM01 and DM17 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.

## SUSTAINABILITY

6. The development hereby permitted shall all be constructed to achieve not less than BREEAM 'Excellent' (or the equivalent standard in such measure of sustainability for building design which may replace that scheme). The building shall not be occupied until formal certification has been issued confirming that not less than BREEAM 'Excellent' has been achieved and this certification has been submitted to and approved by 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 and policies 5.2 and 5.3 of the London Plan.

7. Prior to the commencement of development hereby approved (except for enabling works) a strategy setting out how the development will connect to a future Energy Centre/District Heating System to be provided within the Grahame Park Estate shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the details as approved.

Reason:

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

## **CONTAMINATED LAND**

8. The site shall be remediated as part of the development hereby permitted, in accordance with the details approved in relation to Condition 32 under approval of details reference H/00891/12, dated 2<sup>nd</sup> August 2012, unless otherwise agreed in writing by the Local Planning Authority.

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**

9. Prior to the commencement of the development (except for enabling works) 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 bat 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.

10. 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.

## **WATER AND DRAINAGE**

11. The development hereby permitted shall not commence (except for enabling works) until a drainage strategy detailing all on and off site drainage works to be carried out in respect of the development hereby approved has been submitted to and approved in writing by the Local Planning Authority in consultation with Thames Water. 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.

12. The only toilets to be installed in the development hereby approved shall be dual flush (6 to 4 litres) toilets and all taps fitted in the development shall be spray or flow restricted taps.

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.

## **REMOVAL OF PERMITTED DEVELOPMENT RIGHTS TO EXTEND**

13. 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 buildings hereby permitted shall not be extended in any manner whatsoever without the prior receipt of express specific planning permission in writing from the Local Planning Authority.

Reason:

To ensure that the development does not prejudice the character of the locality, the amenities of future occupiers of the dwellings proposed and the enjoyment by neighbouring occupiers of their properties in accordance with policies CS5, DM01 and DM02 of the Barnet Local Plan.

## LANDSCAPING

14 Notwithstanding the details submitted and otherwise hereby approved, prior to the commencement of the development or any site works (except for enabling 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, 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 works 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.

15. 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.

16. 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.

17. No site works or other works associated with this development shall be commenced before temporary tree protection measures to safeguard trees adjacent 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.

18. 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.

## **NOISE AND AIR QUALITY MANAGEMENT AND MITIGATION**

19. 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.

20. The uses hereby permitted shall not operate (including deliveries and use of plant and machinery) outside of 07.00 to 23.00 hours Monday to Friday, 08.00 to 22.30 hours on Saturday and at no time on Sundays, Bank or Public Holidays.

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.

21. All external doors to the Environmental Technology Workshops shall be closed whilst associated plant and machinery is in operation.

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.

22. Prior to the commencement of development, details of the extract equipment and trunking to be installed to serve the Environmental Technology Workshops shall be submitted and approved in writing by the Local Planning Authority. The equipment shall be installed in accordance with the details and shall thereafter be retained.

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.

23. The level of noise emitted from the plant and machinery hereby approved (and any other plant that may be installed on any building within the development) 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.

## **TRANSPORT**

24. Before the development hereby permitted is occupied, parking spaces shall be provided in accordance with the approved plans. Thereafter, the parking spaces shall be used only as agreed and not be used for any purpose other than the parking and turning of vehicles in connection with approved development.

Reason:

To ensure that adequate and satisfactory provision is made for the parking of vehicles in the interests of pedestrian and highway safety and the free flow of traffic in accordance with policies CS9 and DM17 of the Barnet Local Plan.

25. Before the development hereby permitted is occupied a Car Parking Management Plan detailing the allocation of car parking spaces, all on site parking controls and charges and enforcement measures to be put in place to deal with any unauthorised parking shall be submitted to and approved in writing by the Local Planning Authority. The development shall be managed in accordance with the approved Car Parking Management Plan from the first occupation of the building and in perpetuity thereafter.

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.

26. 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 polices 5.3, 5.18, 7.14 and 7.15 of the London Plan.

27. Before development hereby permitted is first occupied, a full Delivery and Servicing Management Plan shall be submitted to and agreed by the Local Planning Authority. The delivery plan should include details of size, number, times and frequency of delivery vehicles and swept paths for vehicles entering and using the site in association with the permitted use.

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.

28. Before the development hereby permitted is occupied full details of the electric vehicle charging points to be installed in the development shall have been submitted to the Local Planning Authority and approved in writing. These details shall include provision for not less than 20% of the approved parking spaces to be provided with active electric vehicle charging facilities and 20% to be provided with passive facilities. The development shall be implemented in full accordance with the approved details prior to first occupation and thereafter be maintained as such.

Reason:

To ensure that the development makes adequate provision for electric vehicle charging points to encourage the use of electric vehicles in accordance with policy 6.13 of the London Plan.

## LIGHTING

29. 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.

30. 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 close to the development and, where appropriate, identify the measures to be used to mitigate the impacts of light pollution on the occupiers of neighbouring dwellings. Any light pollution mitigation identified in the External Lighting Assessment shall be implemented in full prior to the first occupation of 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.

**INFORMATIVES:**

The informatics 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 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. An Examination in Public (EiP) of the FALP will commence on 1<sup>st</sup> September 2014.

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); 3.16 (Protection and Enhancement of Social Infrastructure); and 3.18 (Education Facilities)

### **London's Economy:**

4.1 (Developing London's Economy); 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); 6.3 (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); 7.13 (Safety, Security and Resilience to Emergency); 7.14 (Improving Air Quality); 7.15 (Reducing Noise); 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)
- CS5 (Protecting and enhancing Barnet's character to create high quality places)
- 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)
- DM13 (Community and education uses)
- 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)
- 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 (April 2014)

## 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 for the site comprises applications relating to the Grahame Park Estate Regeneration scheme, the relevant history is set out below:

#### ***W01731JS/04 – Granted 17/01/2007***

*Redevelopment of site involving the demolition of 1314 existing residential units and construction of 2977 new residential units providing a total of 3440 units on the estate, provision of approximately 9074sqm replacement retail (Class A1), office (Class A2) food and drink (Class A3) and social and community (Class D1) uses and associated public and private open space, car parking and access arrangements. (OUTLINE)*

This is the original outline permission for the redevelopment of the Grahame Park Estate. This consent was subsequently amended under a S.73 to vary the approved phasing under reference ***W01731LB/07*** and an extension to the time limit for implementing the planning permission was approved on 16<sup>th</sup> February 2011 under planning reference ***H/04448/10***. A further S.73 application was approved on the 21<sup>st</sup> February 2012 to alter the block layout in Phase 1B, where this site is located (reference ***H/00309/11***).

#### ***H/00308/11 – Granted 21/02/2012***

*Reserved matters application seeking approval for design, external appearance and landscaping for Phase 1B of the Grahame Park Estate Regeneration comprising 446 residential units (including Block A9), 5,483sqm (GEA) of non-residential floorspace including a library (Use Class D1),*

*community centre (Use Class D1), supermarket (Use Class A1) and ancillary retail units (Use Classes A1, A2 and A3), pursuant to condition 6 of planning permission reference H/04448/10 dated 16/02/11 for the extension to the time limit for implementing outline planning permission reference W01731LB/07 dated 09/04/08 for the regeneration of Grahame Park Estate, together with details of traffic management/highway improvements (condition 11) and phasing plans (condition 47) required to form part of the reserved matters, and details of the construction methods statement in order to discharge condition 49.*

This is the detailed reserved matters consent for Phase 1B of the development, where Plot A8 is located. This gives permission for a seven storey building comprising 57 flats, a 750sqm public library, 945sqm centre for independent living and 279sqm of retail floorspace to be built on A8. This has subsequently been the subject of a S.96A non-material amendment application to create sub-phases to enable the Lanacre Avenue shift to be delivered prior to Blocks A1, A8, B1 and B6 (reference **H/02522/13**, granted 14/08/2013).

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

#### Public Consultation

A total of 1,482 local properties and other bodies were consulted on the application by letter and email in April 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

**5 responses** to consultation were received, **all in objection**. None of the objectors have requested to speak at committee. No responses supporting the proposal were received.

#### Comments from Residents

The comments made by residents are summarised below:

- The increase in scale from 3 to 5 storeys is not acceptable, 5 storeys is too high and would unacceptably impact on neighbours – loss of privacy, overlooking.

*Officer response: The proposal does not seek to increase the number of storeys of the building from that already approved. The impact of the scale of the proposal is also addressed in appraisal sections 3.2 and 3.3.*

- The site is not suitable for use as a college, which should be located within its own grounds.

*Officer response: This is addressed in detail in appraisal section 3.1.*

- The college will generate extra traffic around the area.

*Officer response: This is addressed in detail in appraisal section 3.5.*

- The proposed car parking provision is inadequate and would result in overspill to surrounding roads.

*Officer response: This is addressed in detail in appraisal section 3.5.*

- The college will result in a high level of noise and disturbance and comings and goings, including concern over student's use of the

surrounding area.

*Officer response: This is addressed in detail in appraisal section 3.3.*

- Concern over reduction in library size.

*Officer response: Library Services have confirmed that the accommodation will adequately serve their needs.*

### Consultation Responses from Statutory Consultees and Other Bodies

**Transport for London:** Request confirmation that the scheme would not impact on bus stop arrangement for new Lanacre Avenue. Parking levels should be justified. Vehicular trip distribution exercise should be undertaken. The parking spaces adjacent to Cherry Close would hinder pedestrian movement. Supports implementation of local parking controls. A stage 1 road safety audit should be undertaken for the vehicle access. A Delivery and Servicing Plan (DSP) and Construction Logistics Plan (CLP) should be required by condition. Travel Plan should be secured through S.106. Contributions towards local wayfinding should be secured.

*Officer Response: It is confirmed that the scheme layout would not impact on the siting of bus stops. The proposed parking provision is considered appropriate to meet the operational needs of the development. As the development comprises the relocation of the College, the proposals are not expected to result in a change in vehicle trip distribution on the TfL road network. The parking space arrangement fronting Cherry Close is the same as the consented Phase 1B reserved matters scheme, as is the vehicle access, so a stage 1 road safety audit is not required (although one would be carried out as part of the detailed highways design). Conditions are recommended to secure a DSP and CLP, whilst travel planning would be secured through the S.106. Signage for wayfinding would be secured through contributions already agreed as part of the Grahame Park scheme, along with other schemes in Colindale.*

**Natural England:** No objection.

**Environmental Health:** No objection, but recommend that surface water run-off is controlled.

**Thames Water:** Condition requested requiring details of a drainage strategy to be submitted and approved.

**English Heritage:** The proposal would not have an adverse impact on archaeology.

**Neighbouring Authority (Brent):** No objection.

### Internal Consultation responses

**Traffic and Development Team:** The proposed parking provision is appropriate, provided that a contribution is secured towards the provision of a CPZ on surrounding streets. Vehicle access is as per previous approval and therefore acceptable. Travel Plans and associated monitoring contributions should also be secured. Conditions should be imposed requiring car parking management plan, construction management plan, delivery and servicing plan.

**Environmental Health Service:** Conditions recommended to require noise attenuation measures to be provided in relation to plant to be installed as part of the development. Condition recommended requiring details of extract equipment for environmental technology workshops. Contaminated land issues should be dealt with in line with details approved under to existing permission.

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

### 2.1 Site Description and Surroundings

The application site comprises Plot A8 of the Grahame Park Estate Regeneration scheme, a 0.37ha parcel of land that will be formed following the relocation of Lanacre Avenue as part of Phase 1B of the redevelopment. The site has detailed planning consent under reserved matters application H/00308/11 for a library of 750sqm, a centre for independent living (CIL) of 945sqm, 279sqm of retail and 57 flats in a building of up to 7 storeys.

The site is generally flat, but there is a steep levels drop in the western part of the site due to the siting of a pedestrian underpass. The site will be made available to the college as a serviced plot as part of the redevelopment of this part of the estate. Two storey residential properties on Cherry Close back onto the western boundary of the site. Other blocks in Grahame Park Estate surround plot A8, with A9 and the new Southern Square to the south, A1 to the east and B1 to the north. Colindale Underground Station is some 350m to the south west of the site.

The site falls within the Colindale Opportunity Area, as defined in the London Plan. The Colindale Area Action Plan (2010) (CAAP) sets out the spatial strategy for growth in this area and seeks to deliver, amongst other things, 10,000 new homes and 500-1000 new jobs, along with high quality infrastructure and public realm. Policy 4.1(j) supports the relocation of the College to a new purpose built building close to Colindale Station, which was originally going to be delivered as part of the redevelopment of the former Colindale Hospital site.

### 2.2 Description of the Proposed Development

Detailed planning permission is sought by Barnet and Southgate College for what would effectively be an amendment to the approved development on A8 to provide a 5,536sqm college, 500sqm public library and 500sqm centre for independent living (all Use Class D1) in a building of up to 5 storeys in height. 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 proposed college accommodation would be a consolidation of the Barnet and Southgate College's existing campus on Grahame Park Way. The existing College campus site is identified in the CAAP for residential development and a plot for a new primary school. The disposal and redevelopment of the existing College site will fund the relocation and construction of the new College on A8. At present, the College has some 16,800sqm of floorspace, but this is a significant overprovision of dated accommodation and they are looking to downscale and make more efficient

use of classrooms. Some 2,860 students attend courses at the Grahame Park campus (approximately 920 full time equivalent) and on average this results in a daytime maximum of around 480 students. In addition, there are currently 255 members of staff (approximately 145 full time equivalent). The campus offers a range of vocational and short skills training courses in subjects such as business and accounting, computing, construction and engineering, English speaking, health education and social care.

The library would offer the same services as the current facility, including book lending, IT facilities and children's reading clubs. The Barnet Centre for Independent Living (BCIL) is a centre for people with disabilities to provide information, advice, peer mentoring, disability awareness training and advocacy. It will provide support and advice for people with disabilities in respect of a range of matters, including life skills, computer skills, employment and health advice.

A8 is located to the north of the new Southern Square, which is to be created at the southern end of Lanacre Avenue, at the junction with Grahame Park Way. Lanacre Avenue is to be moved approximately 35m to the east in order to create the development block, so the proposed building would be sited to the west of the re-sited Lanacre Avenue, backing onto the rear boundaries of the Arran Court properties to the west. The building would occupy a similar position on the plot as the consented building, but would have a larger footprint.

The Southern Square and Lanacre Avenue elevations would be comprised of two main built forms – buff brick framed elements with double height glazing up to 4 storeys in height and a 5 storey metal clad element that would project over a double height curtain wall glazed section at ground and first floors, supported on columns. To the rear, two storey elements would project up to 6 and 16.5 metres of the boundary with the Arran Court properties.

The main entrances to the three uses occupying the building would be from the Southern Square. The public library would occupy the ground floor of part of the building with the centre for independent living located above on the first floor. The College would occupy the rest of the building, with a reception leading from the main entrance and double height environmental technology workshops also on the ground floor. There would also be salon space on the ground floor, including a commercial salon with access from Lanacre Avenue. On the upper floors there would be additional environmental technology workshops and general teaching space, along with communal student space and administrative offices.

Vehicle access would be from the extended Cherry Close, to the north, the same as the reserved matters approval for the block. 22 car parking spaces are proposed, along with 2 minibus spaces. Refuse storage would be located in the rear yard, where there would be access to all of the uses occupying the building. Cycle storage would be located in a secure enclosure adjacent to the building to the west, comprising 80 spaces.

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
- Transport Statement
- Tree Condition Survey
- Flood Risk Assessment
- Energy Strategy and BREEAM Pre-Assessment
- Noise Impact Assessment

### **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 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. CAAP Policy 4.1(j) supports the relocation of Barnet and Southgate College (the College) to a new purpose built building close to Colindale Underground Station. It was originally envisaged that the new campus would be provided as part of the former Colindale Hospital development and a plot was set aside for this as part of the masterplan for this scheme, which is being built out by Fairview. However, owing to delays in the College's disposal of their Grahame Park Way site, this plot is no longer available.

Plot A8 is within 350m of Colindale Underground Station, so is considered to be a sustainable location. It would be adjacent to the new southern square, which will have retail and community uses located around it. The new College would therefore be well located in a new neighbourhood of mixed use activity, close to public transport links, which is considered to be the optimum location now the original plot next to the station is unavailable. The College would also provide a place making function in this part of Grahame Park, contributing to the vibrancy of this early phase of the regeneration. Active frontages would be provided to the Southern Square and Lanacre Avenue, which is supported. Any impacts on neighbouring residents or the local highway network is considered in more detail in the below sections, but in principle the proposed College relocation to Plot A8 is considered acceptable. Comments from local residents that the College should be sited on a larger plot within its own campus environment are noted, but given the nature of development coming forward in Colindale, it would be expected that all land uses would be sited on smaller plots. The proposed College would be smaller than the existing campus, but the building would make more efficient use of land and this is in line with the objectives of the CAAP, as well as Barnet Local Plan policies generally.

The revised proposals for A8 would retain the library and centre for independent living (CIL), which are considered to be important elements of

the Grahame Park regeneration scheme. It is noted that each of these uses would have a reduced floorspace, but library services and the CIL have confirmed that the accommodation would meet their needs.

The proposals would result in the displacement of 279sqm of retail uses and 57 private market sale flats from the plot. These could however be provided further along in the delivery of the Grahame Park masterplan, as they would still fall within the ambit of the outline consent. There would therefore be no unacceptable impact on the provision of affordable housing, the delivery of the wider regeneration of the scheme on the Grahame Park Estate or any other policy requirement associated with A8.

Barnet Local Plan policy CS8 encourages the provision of new and improved facilities, whilst policy DM13 states that 'new community or educational uses should be located where they are accessible by public transport, walking and cycling, preferably in town centres or local centres'. As discussed, the proposed college building would be located in a highly accessible location and in a much more sustainable location than the existing campus. Whilst the site does not currently fall within a town centre, it is envisaged that the developments coming forward across Grahame Park, the Peel Centre and to the west of Colindale Underground Station will form a new neighbourhood centre for Colindale. The College would therefore be well placed within this new neighbourhood.

In summary, the proposed mix of uses proposed would accord with the site specific guidance set out in the CAAP, as well as more general Barnet Local Plan policies governing the provision of such uses. The scheme would also contribute to the vitality of the area, 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 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

This application essentially proposes an amendment to Phase 1B of the Grahame Park regeneration scheme, to 'drop in' the new college building in place of the existing consent for A8. The proposal does not therefore significantly alter the layout of the overall development, as it proposes a building in a similar position to the existing consent, albeit with larger footprint and different massing.

### Building height and scale

The proposed building would have two main public facing elements. The south eastern corner of the block would comprise an angled 5 storey anodized aluminium clad structure. This would incorporate curtain wall glazing at ground and first floors, with the upper floors projecting over and supported on concrete columns to form a colonnade. The northern and eastern ends of the building, fronting Lanacre Avenue and the Southern Square respectively, would comprise double storey brick frame structures with recessed glazing.

The submitted drawings and accompanying analysis in the Design and Access Statement demonstrate that the proposed design would have a similar scale and massing to the approved scheme for A8, and would be within the parameters of the original outline consent. The building would in fact generally be lower in scale, particularly in the northern and south-eastern ends. The angled design of the south-western corner element and the colonnade over curtain wall glazing reflects the existing approval and creates a large active frontage to the public realm. The double height brick frame features will serve to reduce the apparent scale of the building further.

### Relationship with public realm and the rest of Phase 1B

The main entrances to the three uses occupying the building would be from

the Southern Square, so an appropriate relationship to this space would be maintained, as would the double storey curtain wall glazing allowing the public views into the building. In addition, there would be a separate entrance along Lanacre Avenue, which would serve the College's commercial hair and beauty salon. The coffee bar proposed in the College's ground floor reception would also be open to salon customers and library users, in addition to College students. This additional commercial activity is supported, as it would add vibrancy to this part of Grahame Park and would increase the range of services provided to local residents.

Along the northern portion of the building fronting Lanacre Avenue, the double height glazed sections between the brick framed elements would allow public views into the College's environmental technology workshops. These spaces would be used for a range of construction training activities, including timberwork and brickwork. This would provide a further length of active frontage along Lanacre Avenue and would further complement on street activity.

It is noted that the north elevation of the proposal (fronting the extended Cherry Close) would have a predominantly blank frontage, with the exception of small windows to the environmental technology workshops. This is principally due to the siting of the main fire escape stairs on this elevation, which is the optimum location for this given the floor layout. It would be expected that this elevation would be more restrained than the main public elevations. In addition, it is necessary to minimise glazing to the environmental technology workshops in order to reduce noise emissions to neighbouring properties. The stairwell structure would replicate the brick frame elements of the building and would incorporate glazing where possible and overall this is considered to be acceptable.

The proposed ground surfacing materials pay due regard to the approved paving for the Southern Square and Lanacre Avenue, with the approved footway and square paving carried over into the application site. The immediate setting around the building would be finished in granite setts and this is considered to be appropriate.

#### Materials and detailing

As discussed, the two main elements of the building would incorporate two main material types; a buff multi brick and anodized aluminium cladding panels.

The buff multi brick would complement the rest of phase 1B, which is currently being constructed of buff brick. The strong brick frame elements of the building, which incorporate chamfered brickwork insets, would ensure that the proposal sits comfortably alongside the other blocks in this phase, whilst the extensive glazing proposed within the frames reflects the different nature of the uses carried on in the building. A bay study drawing has been submitted showing reveal between the frame and the glazing to be 450mm. This would give an appropriate amount of relief in the elevation and is considered acceptable. The library and CIL entrance would be defined by a chamfered coloured panel around the frame of the doorway to aid legibility.

The anodized aluminium cladding is shown in two light tones (off-white and light grey) and would be installed in a random pattern, to reflect the positioning of windows on this part of the building. The cladding shown on the submitted documents would have hidden fixings to ensure a crisp appearance. The window reveals would be 250mm, with powder coated aluminium window frames, and this is considered to be acceptable. Projecting out from the building would be anodised aluminium expanded mesh panels (blue and silver). These would add articulation to the elevation and would also help with solar shading. The ventilation units adjacent to the windows would be coloured to match the mesh panels. The exposed concrete support posts would have a contemporary appearance and there would be a blue feature soffit underneath the building colonnade overhang to match the overall colour scheme for the building.

The rooftop plant areas would be screened to the sides by louvred panels and the tops of these areas would be covered with mesh panelling, which would ensure that the plant equipment would not be visible when viewed from the upper floor units in Block A1. This is supported and the plant enclosures would be adequately set back from the building edges so as not be overly apparent in the street scene.

The rear elevation of the building would be more restrained than the front elevation, but would incorporate similar brick frame reveals, as well as a planted wall at 2<sup>nd</sup> and 3<sup>rd</sup> floor level. The proposed cladding treatments will be more understated than the front elevation, which is considered to be appropriate.

Overall, it is considered that the range of high quality contemporary materials would be appropriate for this building. The design approach adopted would reflect the other blocks in phase 1B, whilst ensuring a distinct appearance for this multi-use building. Officers are therefore satisfied that the approach to materials and detailing will result in a high quality appearance for the completed development.

#### Car parking

As discussed, the proposed building would have a larger footprint than the consented development due to the nature of the uses that would occupy it. This has resulted in a reduction in the number of parking spaces overall to 22, plus 2 minibus spaces. The amount of planting in this rear courtyard has been maximised and the proposal would ensure adequate streetside greenery along the extended Cherry Close. The rear garden access to the Arran Court properties would be maintained by way of a footpath to the rear of the parking court and this is supported.

#### Bin and cycle storage

Refuse storage would be provided to the rear of the building out of public view. The proposed cycle storage enclosure would be located between the building and Arran Court. This would be a similar location to the existing approval, albeit that this would be a larger structure. However, this would be a small lean-to structure that would not be overly visible in the street scene. Space is allocated for planting to soften the visual impact from Arran Court and this is considered to be acceptable.

## Conclusion

In summary, the proposal is considered to relate well to the remainder of Phase 1B in terms of layout, scale and design. The building itself would have a distinct appearance to reflect its uses, whilst ensuring that it would fit in with the other buildings framing the Southern Square. The standard of detailing committed to in the submitted drawings would ensure a high quality appearance and conditions are recommended to ensure that samples of external materials are submitted to and approved in writing prior to development taking place. Therefore, subject to the conditions recommended the proposal would satisfy London Plan and Barnet Local Plan policies insofar as they relate to layout, visual impact and design.

### **3.3 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

The closest neighbouring residential properties are located to the rear (west) of the site, comprising two storey housing with rear gardens in Arran Court, which back onto the site. The extant permission for the site permits residential windows and balconies facing towards the Arran Court properties, in compliance with SPD recommended privacy distances of 21m between habitable rooms and 10.5m to gardens. The current proposal would result in the upper floor rear windows being slightly closer to the Arran Court properties due to the increased depth of the building, but SPD recommended distances would still be comfortably complied with. Furthermore, it would be less likely for the College to be occupied in the evenings and at weekends, when occupiers of Arran Court would be most likely to be using their gardens. It is therefore considered that the level of overlooking likely to be experienced by neighbouring occupiers would be less than the extant consent and this would therefore be acceptable.

#### Daylight and sunlight

A Daylight and Sunlight Report has been submitted in support of the application. This report considers two scenarios, the impact on existing neighbouring properties under the current circumstances (Scenario 1) and the impact on neighbouring properties and the rest of Phase 1B if this is built out as consented in conjunction with this proposal, as a comparison to the consented scheme (Scenario 2).

Under Scenario 1, the report concludes that there would be no undue impact to the daylight and sunlight levels of the majority of surrounding properties. The results show that one window within a neighbouring property at Albatross would not achieve the BRE recommended daylight levels. However, it is noted that this is because the daylight levels to this window are already very low, so it is not expected that the impact of the development would be noticeable.

In respect of the properties at Arran Court, it is noted that there would be some adverse impact, with daylight levels to 12 windows not meeting BRE guidance and a reduction in sunlight to 6 rooms. However, it is noted that the impact would not be significant in these cases and, critically, there would be no additional impact beyond the consented scheme for A8.

Under Scenario 2, the report concludes that the proposal would meet the BRE guidance in respect of existing neighbouring properties when considered against the approved scheme. Furthermore, consideration has been given to the impact on Plot A1 within Phase 1B, which would be located on the opposite side of Lanacre Avenue and would comprise residential flats in a part 7, part 13 storey building. The report concludes that 3 windows would not meet BRE guidance on daylight. However, it is noted that these would not be significantly in excess of the guidance and furthermore a number of rooms experience an improvement in daylight levels compared to the extant consent for the development of A8.

Overall, it is considered that the impact on neighbouring properties would not be materially greater than the approved situation and in some cases would result in an improvement, due to an overall reduction in the scale of the building. Officers therefore consider that the proposal would be acceptable in respect of daylight and sunlight.

#### Outlook and visual impact

As with the other residential amenity considerations, the main impact would be on the adjacent existing properties at Arran Court and the consented flats at Plot A1 that have yet to be built. In terms of the apparent scale of the rear (west) of the building, the footprint and rearward projection has been increased, so the building projects closer to Arran Court. This is due to the larger space requirements of the uses proposed, particularly the environmental technology workshops associated with the College, the library and the CIL. However, these rear projections are 2 storey and would be 7-18m away from the rear boundaries of these properties. In addition, the height of the main part of the building would be lower by up to 1 storey in some places and the scale of the southern element projecting towards Arran Court would be greatly reduced. The below images show the consented and proposed situation as would be viewed from the Arran Court properties:



The visual impact on Plot A1 and the outlook therefrom is considered not to be materially different to the consented situation and in some instances would be an improvement, given the reduction in scale. The proposal would therefore not result in a detrimental impact on outlook from neighbouring properties, having regard to the approved situation for Plot A8.

### Noise

The main noise impacts from the completed development are expected to arise from the use of the environmental technology workshops for construction and joinery training courses. The application is accompanied by a Noise Assessment, which states that the expected noise emissions from machinery operating within the building would be unlikely to increase the background noise levels at the nearest residential properties at Arran Court. This assessment is based on the maximum amount of noise that could be generated when all machinery that can be used at the same time is operational, so this is considered to be robust. It is important that external doors remain closed during these times in order to minimise noise emissions, so a condition is recommended requiring this.

Other sources of noise associated with the operation of the building include vehicle movements in the rear yard and plant and machinery, most of which would be located on the rooftops.

In respect of vehicle movements and car parking, it is expected that the noise levels in the habitable rooms of Arran Court would be below recommended levels. It should also be noted that the extant consent for the site also includes an open parking courtyard at the rear. A condition is recommended to restrict deliveries so that these do not occur after 23.00 hours and before 07.00 hours.

There are two areas of rooftop plant, the main area located at the very top of the building and a secondary area on the roof of the western wing. Given the separation distances, the plant on the roof of the western wing would not be

likely to give rise to concerns. The main area of roof plant would be located high on the building, away from background noise levels at ground level and approximately 20m from the future adjacent flats located in Block A1, which would be constructed on the opposite side of Lanacre Avenue. It has not been possible to accurately measure the existing noise levels for these flats, as Block A1 has not been built yet, so the readings for the Arran Court properties have been used. The Noise Assessment predicts a slight increase in background noise levels, but these would be of marginal significance according to the British Standards. The plant would not operate during the night however and a condition is recommended to ensure that plant and machinery operation aligns with the operational hours of the uses. The report also recommends the installation of an acoustic enclosure, which has the potential to reduce noise emissions by more than 10dB. A condition is recommended requiring details of this enclosure to be submitted and approved prior to use of the rooftop plant.

It is possible that the use of the building, particularly at weekends, could give rise to noise and disturbance to neighbouring occupiers. Barnet Local Plan policy CS10 recognises the importance of maximising access to education and community facilities, so it is necessary to balance this aspiration with the likely impact on the amenities of neighbouring residents. A condition is recommended to restrict the use of the building, which is broadly in line with the opening hours set out in the Planning Statement, but also allows flexibility to enable use outside of these normal times.

The submission acknowledges that the exact specification of the extract equipment for the Environmental Technology workshops is unknown at this stage. However, it is expected that this would be an internal system of trunking and filters that would result in little or no external noise transmission. Environmental Health consider that a condition requiring details of this equipment to be submitted and approved prior to installation, in order to ensure that it would not unacceptably harm neighbouring amenity.

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.

Concerns have been raised by local residents in relation to the level of comings and goings associated with the College, as well as the possible overspill of College students into surrounding areas during break times. It is noted that there would be an impact from students arriving and leaving the site over the course of the day, with up to 480 students expected to attend the campus at any one time. However, as noted above, the development of A8 would be part of a new mixed use neighbourhood that would generate activity in itself and it is considered that the College would contribute positively to this. Matters pertaining to the behaviour of students would not be a material planning consideration, but it should be noted that the College fronts onto the Southern Square, so it would be expected that students would spill out into this area, rather than towards neighbouring residential properties.

### 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.

### **3.4 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*

It is proposed to remove 3 additional trees compared to the earlier reserved matters consent, 1 London Plane and 1 Ash tree located adjacent to the boundary with Arran Court and 1 Norway Maple that would have been sited within the Southern Square, to the south of the building.

The London Plane and Ash trees are sited adjacent to the western boundary with Arran Court and provide screening for these properties. They are early mature specimens and the submitted Tree Condition Survey (extracted from the original document for Phase 1B) assesses them as Category B, being of moderate quality or value. However, their position adjacent to the retaining wall of the pedestrian underpass and the need to create a car park in close proximity to them means that they are unlikely to survive as a result of development due to levels changes, despite efforts from specialist arboricultural and structural consultants to find a solution. The Council's Tree Officer agrees that the trees would be unlikely to survive the works. These are the same circumstances as the reserved matters approval, so it would have emerged during the detailed landscaping considerations that these trees would have to be replaced.

Whilst this is regrettable, officers consider it a better option to ensure that there is a high standard of new planting to replace these trees and the submitted Design and Access Statement and application drawings include a commitment to plant two new replacement trees. The trees proposed would be Western Red Cedar and would be planted as semi-mature species of 5-6m in height. These are fast growing, medium sized conifer trees with red-brown bark and rich green foliage. They would be clear stemmed to a height of 2.5m, giving adequate space for car parking. These trees would provide a pleasant outlook and year round screening for the Arran Court properties and are considered appropriate.

The Norway Maple to the south of the proposed building siting was proposed to be retained as part of the extant consent, forming part of the soft landscaped setting within the Southern Square. However, the revised layout of the scheme means that this tree would reduce the visibility of the library and CIL entrance. This is also classified as a Category B tree. There is no appropriate alternative location for this entrance, as it needs to face out onto the square and it needs to be legible in order to maximise its visibility. Therefore, whilst the loss of an additional tree is regrettable, it is considered to be justified in this instance. It should also be noted that the main cluster of trees that will occupy the Southern Square would be unaffected by the proposal.

#### *New planting*

This revised scheme proposes to plant 11 new trees within the site boundary, compared to 15 proposed as part of the reserved matters consent. This is due to the change of use of the plot and enlarged footprint of the building, which results in less space between the building and the parking areas. However, given that residential use is no longer proposed there is no requirement for a buffer between the parking courtyard and the building. Furthermore, 2 additional trees would be planted along the boundary with Arran Court, which would increase the screening to these neighbouring properties compared to the existing consent. In addition, the 2<sup>nd</sup> and 3<sup>rd</sup> floor west facing elevation of the CIL building would be planted with climbers, which would further soften the appearance of the development when viewed from Arran Court.

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 rear 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. A green wall would also be planted facing the Arran Court properties. 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.

### **3.5 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 Policies DPD sets out the parking standards that the Council will apply when assessing new developments. Other sections of policies DM17 and CS9 seek to ensure 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, Proposal and Surrounding Area**

The existing College campus on Grahame Park Way has a large car parking area with 359 spaces to accommodate the current staff and students. There

are approximately 920 full time students enrolled each year, but with no more than 480 on site at any one time. In addition, the existing staff numbers employed full time at the current location is 145.

This proposal is to relocate the College to A8, which is located closer to Colindale Underground station. The new college would accommodate 1,000 students, with maximum occupation of 460 students at any one time and 90 members of staff. In addition, a public library is also proposed to be relocated at the same site from the Grahame Park Concourse. The library is expected to employ 3 members of staff and serve approximately 150 visitors per day. Also, the Centre for Independent Living (CIL) which is also located on the Concourse is proposed to be relocated. The existing CIL currently employs 22 members of staff but expects a slight increase of this number to 25 staff, serving approximately 30 visitors per day.

The proposal is for a 5 storey building split between these three users. The College would occupy 5,536sqm, the public library 500sqm and the CIL 500sqm. The proposed College is considerably smaller compared to the existing campus, which has a total floor area of 15,845sqm. However, the total number of staff and students is proposed to remain approximately the same.

Public Transport Accessibility Level (PTAL) rating for the site is 3, which represents moderate/good public transport accessibility. PTALs range from 1 to 6, with 6 representing a high level of accessibility and 1 a low level of accessibility. The PTAL rating for the existing College site is 1a, with only the 303 bus route taken into consideration in the calculations, whereas the new location has a PTAL of 3 with three bus routes nearby, the 303, 186 and 204. The nearest underground station is Colindale, 350m away, which is part of the Northern Line and is walking distance from the new location.

Since PTAL calculations do not take into consideration the possibility of linking trips, meaning changing from one mode of transport to another, different sites could be more accessible than others even though they have the same PTAL score. For that reason, public transport accessibility level for this new location is considered to be much more accessible. It is also acknowledged that recent transformations of the nearby highways network, including the diversion of bus route 186, contribute to make this site more accessible.

The main access for the College, library and CIL is from the newly created Southern Square, part of Phase 1B, with another access directly from Lanacre Avenue to be used by the commercial salon element of the proposal. There is another additional pedestrian access for disabled persons from the rear car park for CIL users which is in addition to the previously approved application.

The only vehicular access proposed is from Cherry Close in the same location as previously approved application for Phase 1B. This part of the proposal was assessed before and was considered acceptable.

### Parking

The proposed car parking provision is 27 car parking spaces (including 4 spaces for disabled users) and 2 minibus spaces. 22 of the car spaces and the 2 minibus spaces would be in the rear yard, whilst 5 car spaces would front onto Cherry Close, to the north of the proposed building.

The existing parking layout is considered acceptable providing that visibility splays are as per Manual for Streets (MfS) requirements and that the operation of automatic vehicular gates are to acceptable standards and at a height to not obstruct visibility. A condition is recommended to require details of boundary treatments, which will include these entrance gates.

Although the car parking is to be split between different uses, it is noted that the allocation is not yet defined. It is also possible that standard car parking spaces could need to be converted to disabled parking spaces, if there is a demand. A condition is recommended requiring a Car Parking Management Plan (CPMP), which would deal with allocation of parking as well as how the on-site spaces will be managed and enforced.

As part of this proposal the applicant must include Electric Vehicle Charging Points (EVCP). The provision must be in accordance with the London Plan requirements, which is 20% active and 20% passive. A condition is recommended to secure this.

### Cycle Parking

The proposal includes 80 cycle parking spaces, in a secured location at the south western corner of the site. An additional 10 visitor parking spaces are proposed adjacent to the Southern Square, in the form of Sheffield stands. This part of the proposal is considered acceptable, although it is noted that London Plan requirements are for 88 spaces to serve the mix of uses proposed. However, it is considered that there would be adequate space within the covered cycle store to provide additional spaces if there is demand, having regard to the travel planning process.

### Vehicle Access and Trip Generation

As mentioned, the only vehicular access proposed is from Cherry Close in the same location as per the previously approved application for Phase 1B. This part of the proposal was assessed before and was considered acceptable. This proposal would provide fewer parking spaces than the extant consent and would therefore give rise to less activity from this access and fewer vehicle trips generally, so the proposal is considered to be acceptable in terms of access provision and trip generation.

### Refuse Collection

Refuse/recycling collection, deliveries and servicing would occur from the rear of the building and swept path analysis have been submitted to confirm that this can be achieved. It is not clear how parts of this mixed use development will be serviced, gate operation or the frequencies of these activities, so a condition is recommended to secure a Deliveries and Servicing Plan (DSP).

The submitted drawings show a location for refuse storage, but no details are provided of the enclosure, fencing or the ground levels in this area, which is

important for collection. It is considered that the above DSP condition should also require details of refuse collection arrangements to be submitted and approved.

### Overspill Parking

Parking restrictions in the vicinity of this development site are not uniform. Some roads surrounding the area are within the Colindale Controlled Parking Zone (CPZ) restricting parking for 1 hour during weekdays, from 2pm to 3pm and it covers part of the Booth Road and Annesley Avenue. A section of Colindale Avenue has parking restrictions operating on Monday to Sunday, from 8am-6:30pm with exception of the section near the Underground Station where no waiting at any time applies.

The applicant's Travel Plan strategy has ambitious targets to shift students away from car use and a parking restraint approach is taken to on-site provision. Whilst this approach is supported, there are a number of unrestricted streets within walking distance of A8 and it will be important that the Council is able to respond to any potential overspill parking issues once the development is operational.

Several S.106 CPZ related contributions have been secured from other developments in the Colindale area. These contributions would be used to assess and analyse the current parking requirements in the area, should overspill occur into surrounding uncontrolled streets. Subject to public consultation, a revised or extended Colindale Controlled Parking Zone (CPZ) could be introduced.

As the College is expected to open in September 2016, the Colindale CPZ may have to be introduced earlier than envisaged and earlier than monies would otherwise be available. It is therefore expected that the College would need to contribute an appropriate amount to cover any potential overspill parking impact. The figure agreed with the College is £100,000, to be paid in increments. This amount would enable the whole extent of any potential impact to be mitigated against in the form of a new or extended CPZ, along with other contributions already secured from other developments.

### Travel Plan

#### College

Travel Plan (TP) contains measures to promote the use of sustainable modes of transport and TP Framework was submitted as part of the Transport Statement. A snapshot travel survey on the existing site was carried out in October 2013 in order to establish staff and student mode share to and from the existing Grahame Park Way campus. The presented results indicate that 61% of staff and 22% students were single car users to and from the site. In addition, 8% staff and 11% students travelled as car passengers. The survey however does not detail where staff and students travel from.

The applicant states that the new College building will be used by approximately the same number of students and staff with a maximum daytime capacity at about 460 students on site. The TP Framework targets a significant reduction of students travelling by car either as single user or as a passenger, a total of 33%. The college would ensure that all students travel to site by sustainable modes of transport.

It has been agreed with the College through the S.106 that a strategic level Travel Plan will be submitted (in line with London Plan and LBB requirements), that must be approved by the Local Planning Authority (LPA), with agreed initiatives and targets. A £10,000 monitoring contribution has also been agreed in line with the requirements of the Planning Obligations SPD.

#### *CIL and Library*

The submitted Travel Plan only relates to the College, on what will be a mixed use site. The library and CIL are both already operational in different locations of the Grahame Park. However, users of these facilities have not been surveyed to establish how they currently travel and what initiatives would be best to encourage the use of sustainable modes of transport. However, it has been agreed through the S.106 combined local level Travel Plans is to be submitted and approved to deal with these uses, which must be agreed prior to occupation. A £5,000 monitoring contribution has also been agreed.

#### Summary

In summary, the likely impacts from the proposed development would be parking displacement onto surrounding roads, on account of the reduction in overall parking numbers serving the College. To mitigate against this impact, a contribution has been agreed towards to provision of a CPZ in the vicinity of the site to restrict on street parking. Alongside this, Travel Plans 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 officers 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 or pedestrian environment improvements, given that this is a revised proposal for A8 that would sit within the Grahame Park masterplan and adjacent to other large developments in Colindale.

#### **3.6 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 and the Draft Accessible London SPG (2014) provides specific advice for implementation of design guidance.

Since the original submission, revised floor plans have been submitted, which show accessible toilet facilities for all uses, as well as adequate doorway and corridor widths for wheelchair accessibility. Level access would be provided to all entrance doors and lifts would provide access to each floor. A condition is imposed requiring these plans to be complied with. 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, having regard to the particular nature of the uses proposed.

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

The application is not accompanied by a contaminated land report, but the contaminated land condition attached to the original outline application for the Grahame Park Estate redevelopment has already been discharged in respect of Phase 1B, under planning reference H/00891/12. Therefore, no further technical information is required to be submitted in relation to this proposal, but it is considered necessary to impose a condition requiring the development to be carried out in accordance with the documentation approved under this reference. It is therefore considered that the proposal is acceptable and compliant with development plan policy in respect of contaminated land and water quality matters, subject to the condition recommended.

### **3.8 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 existing consent for A8 establishes the principle of a perimeter block backing onto the Arran Court properties following the re-siting of Lanacre Avenue, which would improve security of these properties. 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 means of enclosures are 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.

### **3.9 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. A preliminary surface water management drainage strategy is included with the Flood Risk Assessment. Sustainable Urban Drainage Systems (SuDS) would be incorporated into the scheme, which would achieve brownfield run-off rates (to mimic the existing site characteristics) for the 1, 30 and 100 year events, with an additional 20% allowance made for climate change for the 100 year event. The proposed SuDS features therefore comprise:

- Permeable paving in private parking areas and non-adopted highways, providing attenuation;
- Surface water run-off from roofs are proposed to be directed to off-site public drainage networks, as attenuation and flow controls have already been proposed off-site as part of the Grahame Park masterplan.

The layout for the proposed surface water drainage system is compatible with the current layout of Phase 1B. A condition is recommended to require detailed designs and calculations to be submitted and approved prior to commencement.

Thames Water has responded to the consultation and have raised concerns over capacity in terms of utilities in the vicinity of the site. They have requested that a condition be imposed requiring a detailed drainage strategy to be approved prior to commencement.

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.

### **3.10 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

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 demonstrates 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 and BREEAM. The CAAP provides that schemes such as this should achieve BREEAM 'Excellent' for non-residential uses.

#### **Carbon dioxide emissions**

The application is accompanied by an Energy Statement, which includes an assessment of the options considered under the Mayor's hierarchy. The chosen options include built fabric improvements, passive solar features, mechanical ventilation, low energy lighting, a small Combined Heat and Power Unit (CHP) and photovoltaic panels. These measures would reduce CO<sub>2</sub> emissions for the whole development by 30.3%, which would not meet the 40% target required by London Plan policy 5.2.

This represents the maximum CO<sub>2</sub> reductions that can be achieved without compromising the usability, form and viability of the development. However, the revised masterplan for the Grahame Park Estate will include a district heating network powered by an expanded district heating system, which will have capacity to serve the whole redeveloped estate, as well as other sites in the vicinity. A feasibility report has been commissioned by the Council and this is expected to be completed in the summer. Whilst it cannot be confirmed at this stage that future connection to a low carbon district heating system would result in a 40% CO<sub>2</sub> emission reduction, experience on other sites suggests that this will be the case. Given the firm commitment to energy provision across the Grahame Park Estate, it is considered appropriate to ensure that the scheme can connect to the district heating system when it is implemented. The submitted Energy Statement states that space for future connection will be considered if plant space permits. However, the infrastructure will need to be in place when the development is constructed, to ensure that a connection can be made when the system is put in place. A condition is therefore recommended requiring details of this infrastructure to be submitted and approved prior to commencement of development. Subject to satisfactory consideration of these details, the proposal would comply with London Plan policy 5.2.

The submitted BREEAM Strategy Report sets out the applicant's commitment to achieving BREEAM 'Excellent' for the scheme. A BREEAM pre-assessment has been included, which demonstrate compliance with these standards. A condition has been recommended to ensure that a certificate of compliance is submitted prior to occupation of the development, in order to ensure this is achieved. 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, in this instance the proposal is a revision to an existing consent and it is not expected that energy demand would be significantly greater than the current approval for A8.

#### 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, does contain some habitats that could attract protected species, such as nesting birds. There are no other ecology designations in the vicinity of the site, with the Brent Reservoir SSSI located some 2km to the south and Copthall Playing Fields over 1km to the north-east.

The Ecology and Biodiversity Report submitted with the Phase 1B reserved matters application concluded that there is the potential for nesting birds to occupy trees and that these should be checked prior to felling. The report also recommends that habitat creation measures (such as bird and bat boxes) be incorporated into the development and a condition is recommended requiring this.

The tree and wider landscaping conditions recommended are considered sufficient to ensure that the scheme makes appropriate contributions to biodiversity generally, as well as urban greening, 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. The Construction Management Plan, to be submitted and approved pursuant to condition, would 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 demonstrates that the proposal would achieve 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 BREEAM 'Excellent' 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.

In summary, the proposal is considered to be fully compliant with Local Plan and London Plan policies on energy and sustainability.

#### **3.11 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'.

However, the site area is below 0.5 hectares and the development is not considered to result in significant environmental effects, having regard to the criteria set out in Schedule 3. 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.

### **3.12 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.

#### Travel Plan

A strategic level Travel Plan would be secured in relation to the College use, whilst a local level Travel Plan would cover the library and CIL uses. This is in line with GLA guidance and the Planning Obligations SPD.

#### Travel Plan Monitoring

Monitoring contributions of £10,000 for the College Travel Plan and £5,000 for the library/CIL Travel Plan, in line with the requirements of the Planning Obligations SPD.

#### Controlled Parking Zone

A £100,000 contribution has been agreed towards the provision of a new or extended Colindale CPZ, as required to mitigate the potential impact of the development in terms of parking overspill into surrounding streets. This would be divided into smaller phased payments and there would be a review of the actual final amount depending on final costs.

### **3.13 Barnet Community Infrastructure Levy**

The proposed development is not liable for charge under the Barnet CIL, as it does not propose residential or retail floorspace.

### **3.14 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. There is no existing floorspace on site that can be discounted, so the development would be chargeable on the basis of the proposed floorspace (GIA) of the library and Centre for Independent Living, which combined are 1,000sqm. The College floorspace is exempt as it would be for educational use. The development might therefore be expected to generate a Mayoral CIL charge of **£36,883**.

#### **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 assessed under the plans submitted for approval, would ensure that in several regards the building constructed would exceed the minimum requirements of such legislation. Examples of this would include the provision of level or appropriately sloping access within the site, the building being constructed to be wheelchair accessible 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 mix of uses proposed would accord with the site specific guidance set out in the CAAP, as well as more general Barnet Local Plan policies governing the provision of such uses. The scheme would also contribute to the vitality of the area, which the CAAP also requires, as well as providing a positive contribution towards the wider regeneration of Colindale.

The design and layout of the development would relate well to the remainder of Phase 1B and the scale of the building would comply with the parameters set by the outline consent. The development relates acceptably to neighbouring properties, is in keeping with the character of this part of the Grahame Park development and do not cause any unacceptable harm to the amenities of the neighbouring properties.

More generally the application includes a number of measures to achieve a good standard in respect of sustainable design and construction. The new building would meet BREEAM 'Excellent' and there are requirements for appropriate biodiversity mitigation and enhancement measures which are ensured through the conditions recommended.

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 landscaping proposed for the site is considered to include an adequate balance of hard and soft surfaces, having regard to the urban character of the Phase 1B. The setting for the building proposed would be provided by the Southern Square, but the proposal also includes the planting of new trees at the rear of the building. 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.

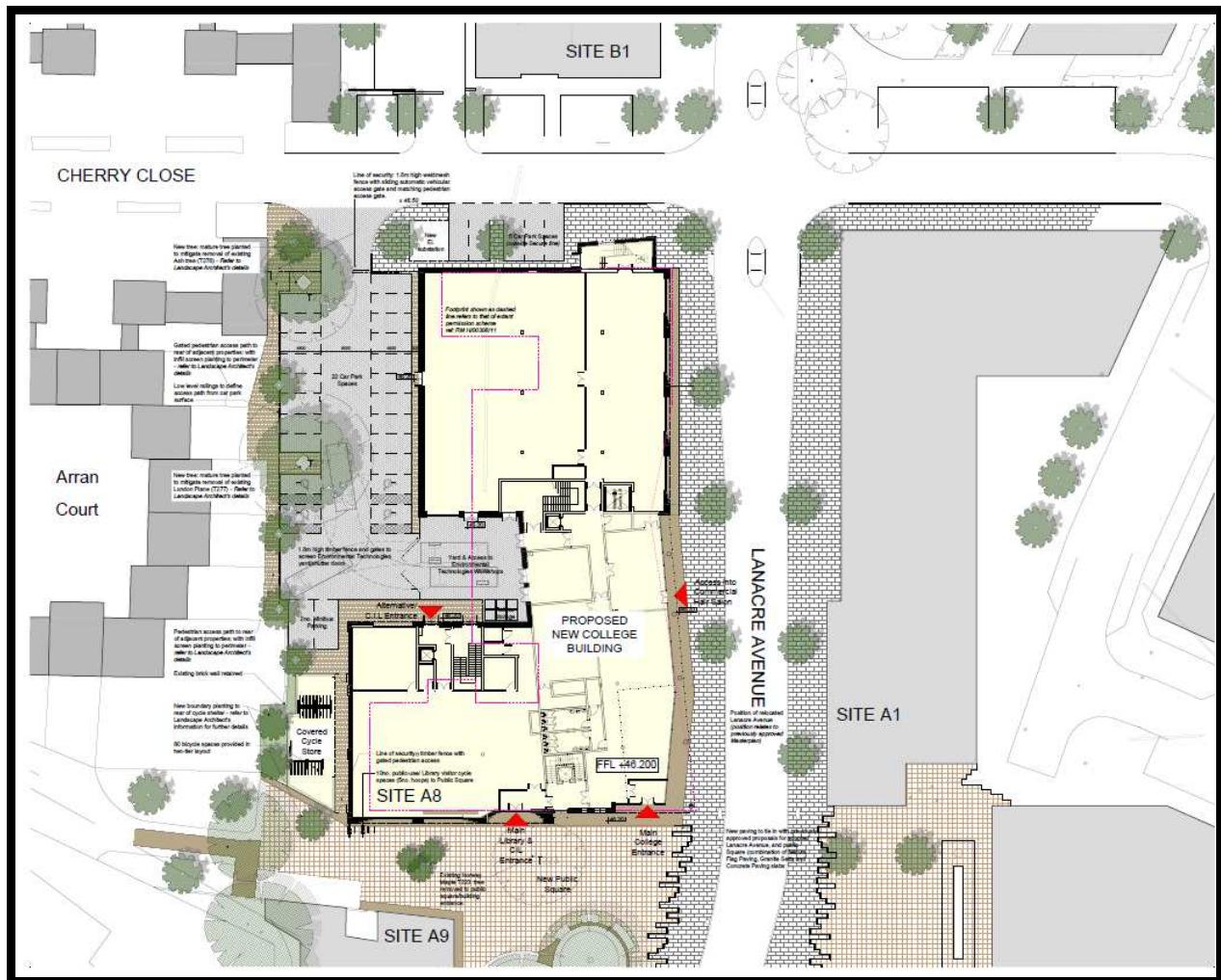
A number of conditions and planning obligations have been recommended to ensure that the development achieves a suitable quality of environment, does not cause any unacceptable harm to the amenities of neighbouring occupiers

or biodiversity, achieves the benefits that the submission advances in support of the scheme and mitigates any potential adverse impacts from the proposal.

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)
- CS5 (Protecting and enhancing Barnet's character to create high quality places)
- 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)
- DM13 (Community and education uses)
- 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); 3.16 (Protection and Enhancement of Social Infrastructure); and 3.18 (Education Facilities)

#### **London's Economy:**

- 4.1 (Developing London's Economy); 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); 6.3 (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); 7.13 (Safety, Security and Resilience to Emergency); 7.14 (Improving Air Quality); 7.15 (Reducing Noise); 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. 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. In this case, formal pre-application advice was sought prior to submission of the application.
  
3. 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.

4. 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 £36,883 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 does not include any of these uses and therefore is not liable for 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:

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

Visit

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

5. For the purposes of this decision notice, 'enabling works' includes the following:

- Demolition of existing structures including removal of asbestos, disconnecting services and grubbing up foundations;
- Reduced level dig and removal of all surplus rubble from the site;
- Remove services within the site boundary including service trenches;
- Carry out CAT scans on site to confirm all existing services are clear and remove any unidentified services;
- Erect/re-establish hoarding line for the construction site;
- Provide piling mat for an early start with piling;
- Preparation of welfare facilities for the main contract;
- Provide clear Health and Safety information on the site in advance of the main works commencing; and
- Substructure and underground drainage works.

### APPENDIX 3: SITE LOCATION PLAN

**Site Address: Development Plot A8, Grahame Park Estate Regeneration,  
Lanacre Avenue**

