

LOCATION: Development Plot B6 (Grahame Park Estate Regeneration),
Lanacre Avenue, Colindale, NW9

REFERENCE: 14/07210/FUL **Received:** 10/11/2014
Accepted: 14/11/2014

WARD: Colindale **Expiry:** 13/02/2015

APPLICANT: Choices for Grahame Park

PROPOSAL: Revised application for development of plot B6 comprising buildings between 1 and 6 storeys, to accommodate 92 residential units (84 flats and 8 dwellinghouses); associated vehicle access, highways, parking, landscaping, amenity space, 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 84 flats in a part 5, part 6 storey building)

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 (GHA). 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 B6 to provide 84 flats in a part 5, part 6 storey building.

In 2013, the Council and GHA commissioned a review of the approved masterplan to consider options in light of the viability issues with the existing scheme. This is important, given the significant amount of private development coming forward in the area, which threatens to leave Grahame Park further isolated. In 2014, the Council and GHA agreed that a new masterplan was required and this will be delivered through a Supplementary Planning Document, which is currently being prepared.

The emerging masterplan proposes a different approach to the layout, configuration and types of dwellings compared to the flatted blocks in the original masterplan, with an emphasis on family housing with back gardens. The current reserved matters approved layout for Plot B6 followed the original 2007 masterplan to form the first half of a crescent. The second half of the crescent would not have been delivered until a later phase of the regeneration. The emerging masterplan design framework does not intend to continue the second half of the crescent to the north, proposing instead to create a perimeter block with houses and low rise apartment buildings that respond to the existing and proposed streets. It is therefore considered appropriate to reconsider B6 in design terms to manage the design relationship between the rest of Phase 1B and the emerging design framework for the land to the north.

This application is for full planning permission, which would effectively 'drop in' to the wider masterplan for Grahame Park Estate. A similar approach was used for the Barnet and Southgate College application for Plot A8 (ref H/00320/14), which received Planning Committee approval in July 2014. The proposal would be a deviation away from the parameters and layout established by the original outline consent for Grahame Park Estate, however GHA have confirmed that they no longer intend to implement the remainder of the original masterplan in its current form. Therefore this drop in application, which is a deviation away from the outline consent, can be accepted. The remainder of Phase 1B will be built out in accordance with the reserved matters consent, or other amended applications as appropriate, whilst the rest of the estate will be redeveloped in accordance with the emerging Supplementary Planning Document.

Summary of Assessment of Application

In summary, the revised proposal would accord with the site specific guidance set out in the Colindale Area Action Plan (CAAP) and would enable vital decant of tenants from the Concourse to secure the long term objectives of the regeneration of Grahame Park and Colindale more generally. An improved mix of units is proposed compared to the reserved matters consent, including 8 family houses.

The design and layout of the development would relate well to the remainder of Phase 1B and would better reflect the future masterplan for Stage B than the consented scheme. 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 neighbouring occupiers. The revised scheme would provide a better standard of residential environment than the consented development, with better private amenity space provision.

The application includes a number of measures to achieve a good standard in respect of sustainable design and construction. The new building would meet Code for Sustainable Homes level 4 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 and in the adjacent temporary car park, with the emphasis on parking restraint in this accessible location. 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 Phase 1B. The setting for the building proposed would be provided by the new linear open space adjacent to Lanacre Avenue, and the proposal also includes the planting of new trees around the block. It is considered that the replacement planting proposed provides adequate mitigation for the trees and vegetation 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) Notting Hill Housing Construction Training Initiative
To enter into a formal agreement with the Notting Hill Housing Trust to include provision for the following:-
 - (a) The agreed number of trainee places to be provided on the site of the Affordable Housing Scheme and the duration of each placement;
 - (b) A commitment by the Owners to pay a percentage of the build costs in respect of the Affordable Housing Scheme such payment to cover general running costs such as trainees' fees fares and tools;
 - (c) A commitment by the Owners to pay a "provisional sum" expressed as a percentage of the build costs in respect of the Affordable Housing Scheme to cover trainees' wages.
- (d) Travel Plan
The applicant shall enter into a strategic level Travel Plan that seeks to reduce reliance on the use of the private car and to ensure the sustainability of the development, as required by Barnet Local Plan policy. The Travel Plan shall include the following obligations to facilitate modal shift in the choice of transport mode available to occupiers of the

residential units as follows:-

- (i) Provision of a Travel Incentive Fund of £300 per unit (**£27,600** total cost to the applicant) to provide two of the three incentives set out below for first occupiers:
 - (a) £150 towards Oyster card credit;
 - (b) £150 towards lifetime Car Club membership and associated Car Club usage;
 - (c) £150 voucher for purchasing a bicycle.
 - (ii) The Travel Plan shall include an evidence based target for take up and provision of these incentives.
- (e) Travel Plan Monitoring Contribution
Payment of a financial contribution of **£15,000** to the Council towards its costs in promoting more sustainable modes of transport and monitoring the Travel Plan that will be submitted for the development.
- (f) Apprenticeships
The applicant shall secure the provision of a minimum of **5** construction apprenticeships, including costs of wages and training to be delivered in line with the National Apprenticeship Service Framework (or any such scheme that may replace the Framework, as may be agreed).
- (g) Parking Permit Exemption Scheme
A contribution of **£5,000** in order to facilitate a parking permit exemption scheme for residents of the development.
- (h) Monitoring of the Section 106 Agreement
A contribution of **£1,250** index linked towards the monitoring and management of the S106 planning obligations.

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 14/07210/FUL 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:

2614-JW-001 Rev P02
2614-JW-002 Rev P02
2614-JW-003 Rev P05
2614-JW-100 Rev P01
2614-JW-101 Rev P01
2614-JW-102 Rev P01
2614-JW-103 Rev P01
2614-JW-104 Rev P01
2614-JW-105 Rev P01
2614-JW-106 Rev P01
2614-JW-200 Rev P01
2614-JW-201 Rev P01
2614-JW-202 Rev P01
2614-JW-203 Rev P01
2614-JW-300 Rev P01
11304/B6/1001 P1

Reason:

For the avoidance of doubt and in the interests of proper planning and so as to ensure that the development is carried out fully in accordance with the application as assessed in accordance with policies CS1, CS4, CS5, DM01 and DM02 of the Barnet Local Plan and policy 1.1 of the London Plan.

MATERIALS & DETAILING

- 3 Notwithstanding the details shown on the plans otherwise hereby approved the development hereby permitted shall not proceed above ground floor damp proof course level 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 proceeds above ground floor damp proof course level, details of the height, materials and type of boundary treatments to be erected as part of the development 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.

- 5 Notwithstanding the details shown on the plans otherwise hereby approved, the development shall not proceed above ground floor damp proof course level unless and until detailed bay studies at an appropriate scale (1:10, 1:20 or 1:50) showing details of the construction of the below features have been submitted and approved in writing by the Local Planning Authority:

- window reveals
- rusticated brickwork features
- parapets, fascias and brick on edge details
- recessed balconies
- rainwater goods
- building entrances

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

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.

- 6 Prior to the occupation of the development, details of the size, design and siting of all photovoltaic panels to be installed as part of the development shall be submitted and approved in writing by the Local Planning Authority. The development shall be carried out and constructed in accordance with the approved details.

Reason:

To safeguard the character and visual amenities of the site and wider area and to ensure that the development meets appropriate standards for carbon reduction in accordance with policies CS5 and DM01 of the Barnet Local Plan and policies 1.1, 5.2, 7.4, 7.5 and 7.6 of the London Plan.

SITE LEVELS

- 7 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

- 8 All residential units (Use Class C3) in the development hereby permitted shall all be constructed to achieve not less than Code Level 4 in accordance with the Code for Sustainable Homes (or the equivalent standard in such measure of sustainability for house design which may replace that scheme). Formal certification shall be issued prior to occupation confirming that not less than a Code Level 4 has been achieved and this certification has been submitted to the Local Planning Authority.

Reason:

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

- 9 Prior to the development hereby approved proceeding above ground floor damp proof course level 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.

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

Reason:

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

- 11 Notwithstanding the details submitted with the application, before the development hereby permitted is brought into use or occupied details of the:
- i. Enclosures, screened facilities and/or internal areas of the proposed buildings to be used for the storage of recycling containers, wheeled refuse bins and any other refuse storage containers where applicable;
 - ii. satisfactory points of collection; and
 - iii. details of the refuse and recycling collection arrangements

shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented and the refuse and recycling facilities provided fully in accordance with the approved details before the development is occupied and the development shall be managed in accordance with the approved details.

Reason:

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

CONTAMINATED LAND

- 12 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 2nd 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

- 13 Prior to the development hereby permitted proceeding above ground floor damp proof course level, 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.

- 14 Prior to the commencement of the development or the carrying out of any further 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 nesting birds 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

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

REMOVAL OF PERMITTED DEVELOPMENT RIGHTS TO EXTEND

- 16 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

- 17 Notwithstanding the details submitted and otherwise hereby approved, prior to the development proceeding above ground floor damp proof course level 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 roofs 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.

- 18 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.
- 19 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.
- 20 Notwithstanding the details shown on the plans otherwise hereby approved, prior to the first occupation of the development a scheme detailing all play equipment to be installed in the play space and communal amenity space as part of the development shall be submitted to the Local Planning Authority and approved in writing. The development shall be implemented in full accordance with the details as approved prior to the first occupation of the development and the play space shall thereafter be retained.
Reason:
To ensure that the development represents high quality design and to accord with policies DM01 and DM02 of the Barnet Local Plan and policy 3.6 of the London Plan.
- 21 The dwellings hereby approved shall not be occupied unless and until a Landscape Management Plan, including details of the long term design objectives, management responsibilities and maintenance schedules for all areas of the site, have been submitted to the Local Planning Authority and approved in writing. The management of the landscaping at the site shall be carried out in accordance with the details in the approved Landscape Management Plan.
Reason:
To ensure a satisfactory appearance to the development and protect the amenities of the area and neighbouring occupiers in accordance with policy DM01 of the Barnet Local Plan and policy 7.21 of the London Plan.

NOISE AND AIR QUALITY MANAGEMENT AND MITIGATION

- 22 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.

- 23 Notwithstanding the Noise Report hereby approved, details of noise insulation measures to be incorporated into the development shall be submitted in writing to the Local Planning Authority and approved in writing before the development proceeds above ground floor damp proof course level. The approved measures shall be implemented in their entirety before any of the units are occupied.

Reason:

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

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

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

Reason:

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

TRANSPORT

- 25 Before the development hereby permitted is occupied, a revised parking layout drawing showing the parking allocation shall be submitted to and approved in writing by the Local Planning Authority. 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 the 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.

26

The development hereby approved shall not be occupied until a Car Parking Management Plan (CPMP) is submitted to, and approved in writing by the Local Planning Authority. The CPMP shall include the below details:

- i. notwithstanding the submitted parking layout, the modified layout showing all the spaces to be submitted for approval to the LPA;
- ii. mark the disabled standard spaces, possibly to be converted in the future and include the mechanism of how the conversion will be carried out;
- iii. locations of the Electric Vehicle Charging Points (EVCP) with the overall provision 20% active and 20% passive;
- iv. include details about monitoring the use of EVCP and converting from passive to active, if there is a demand;
- v. marking the disabled parking spaces to be marked correctly on site prior to occupation. All car parking spaces for the disabled users should be as near as possible to main entrances;
- vi. information about how disabled visitors will be accommodated;
- vii. details of the management company doing the enforcement measures on the unauthorised parking.

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

Reason:

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

27

Prior to the commencement of the development hereby approved a Demolition and Construction Management and Logistics Plan shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in full accordance with the details approved under this plan. The Demolition and Construction Management and Logistics Plan submitted shall include, but not be limited to, the following information:

- i. details of the routing of construction vehicles to the site, hours of access, access and egress arrangements within the site and security procedures;
- ii. site preparation and construction stages of the development;
- iii. details of provisions for recycling of materials, the provision on site of a storage/delivery area for all plant, site huts, site facilities and materials;
- iv. details showing how all vehicles associated with the construction works are properly washed and cleaned to prevent the passage to mud and dirt onto the adjoining highway;
- v. the methods to be used and the measures to be undertaken to control the emission of dust, noise and vibration arising from construction works;
- vi. a suitable and efficient means of suppressing dust, including the adequate containment of stored or accumulated material so as to prevent it becoming airborne at any time and giving rise to nuisance;
- vii. noise mitigation measures for all plant and processors;
- viii. details of contractors compound and car parking arrangements;
- ix. Details of interim car parking management arrangements for the duration of construction;
- x. Details of a community liaison contact for the duration of all works associated with the development.

Reason:

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

28

Before the development hereby permitted is occupied, details of the refuse and recycling collection arrangements shall be submitted to and agreed in writing by the Local Planning Authority. Refuse collection shall thereafter be carried out in accordance with the details approved.

Reason:

In the interest of highway safety in accordance with policies CS9 and DM17 of the Barnet Local Plan.

- 29 Prior to the occupation of the development a Waiver of liability and indemnity agreement must be signed by the developer and be submitted to and approved in writing by the Local Planning Authority. This is to indemnify the Council against any claims for consequential damage caused to private roads arising from and/ or in connection with the collection of waste by the Council from the premises.

Reason:

To ensure that the access is satisfactory in terms of highway safety development and to protect the amenity of the area and in accordance with policies CS9 and DM17 of the Barnet Local Plan.

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

Reason:

In the interests of promoting cycling as a mode of transport in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

LIGHTING

- 31 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.

TELECOMMUNICATIONS EQUIPMENT

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

Reason:

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

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

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

Reason:

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

Informatives:

The informatives that it is recommended be included on the decision notice in respect of this application are set out in **Appendix 2** of this report. These include (as the first informative) a summary of the relevant development plan policies taken into account in making this decision.

1. MATERIAL CONSIDERATIONS

1.1 Key Relevant Planning Policy

Introduction

Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires that development proposals shall be determined in accordance with the development plan unless material considerations indicate otherwise. In this case, the development plan is The London Plan (published July 2011) and the development plan documents in the Barnet Local Plan (adopted September 2012). These statutory development plans are the main policy basis for the consideration of this planning application. A number of other documents, including supplementary planning guidance and national planning guidance, are also material to the determination of the application.

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

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

The London Plan

The London Plan (adopted July 2011) is the development plan in terms of strategic planning policy for the purposes of the Planning and Compulsory Purchase Act (2004). On 11th October 2013, the Mayor published Revised Early Minor Alterations to the London Plan (REMA). From this date, the REMA are operative as formal alterations to the London Plan and accordingly form part of the development plan for Greater London. Subsequently, on 15th January 2014, the Mayor published Draft Further Alterations to the London Plan (FALP) for 12 week period of public consultation. An Examination in Public (EiP) of the FALP commenced on 1st September 2014. On 15th December 2014, the Mayor wrote to the Secretary of State to give his response to the EiP recommendations and enclose the FALP as he intends to publish it. The Inspector has up to 6 weeks to respond and it is hoped that the FALP will be adopted by March 2015.

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); 2.14 (Areas for Regeneration) and 2.18 (Green Infrastructure: the Network of Open and Green

Spaces)

London's People:

3.1 (Ensuring Equal Life Chances for All); 3.2 (Improving Health and Addressing Health Inequalities); 3.3 (Increasing Housing Supply); 3.4 (Optimising Housing Potential); 3.5 (Quality and Design of Housing Developments); 3.6 (Children and Young People's Play and Informal Recreation Facilities); 3.8 (Housing Choice); 3.9 (Mixed and Balanced Communities); 3.10 (Definition of Affordable Housing); 3.11 (Affordable Housing Targets); 3.12 (Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes); 3.13 (Affordable Housing Thresholds)

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

Implementation, Monitoring and Review:

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

Barnet Local Plan

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

Core Strategy (Adopted 2012):

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

Development Management Policies (Adopted 2012):

- DM01 (Protecting Barnet's character and amenity)
- DM02 (Development standards)
- DM03 (Accessibility and inclusive design)
- DM04 (Environmental considerations for development)
- DM06 (Barnet's heritage and conservation)
- DM08 (Ensuring a variety of sizes of new homes to meet housing need)
- DM10 (Affordable housing contributions)
- DM15 (Green belt and open spaces)
- DM16 (Biodiversity)
- DM17 (Travel impact and parking standards)

Supplementary Planning Guidance and Documents

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

Local Supplementary Planning Documents and Guidance:

- Planning Obligations (April 2013)
- Sustainable Design and Construction (April 2013)
- Affordable Housing (February 2007)
- Residential Design Guidance (April 2013)
- Colindale Area Action Plan (March 2010)

Strategic Supplementary Planning Documents and Guidance:

- Draft SPG on Accessible London (April 2014)
- Sustainable Design and Construction SPG (April 2014)
- All London Green Grid (March 2012)
- Shaping Neighbourhoods: Play and Informal Recreation (September 2012)
- Housing (November 2012)
- London Housing Design Guide

National Planning Guidance

National planning policies are set out in the National Planning Policy Framework (NPPF). This 65 page document was published in March 2012 and it replaces 44

documents, including Planning Policy Guidance Notes, Planning Policy Statements and a range of other national planning guidance. The NPPF is a key part of reforms to make the planning system less complex and more accessible.

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

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

The Community Infrastructure Levy Regulations 2010

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

1.2 Key Relevant Planning History

The planning history 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 16th February 2011 under planning reference **H/04448/10**. A further S.73 application was approved on the 21st 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 B6 is located. This gives permission for a part 5, part 6 storey building comprising 84 flats to be built on B6. 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).

H/00320/14 – Approved at Committee July 2014

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)

This is the 'drop in' application for Plot A8, which grants permission for Barnet and Southgate College's new campus adjacent to the Southern Square.

1.3 Public Consultations and Views Expressed

Public Consultation

A total of **783** local addresses were consulted on the application by letter and email in November 2014. 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

7 responses to consultation were received, **all in objection**. 1 objector has requested to speak at committee. No responses supporting the proposal were received.

Comments from Residents

The comments made by residents are summarised below:

- Objection to the loss of the Lanacre Avenue 'boulevard' and loss of the open space that would have been provided in the form of the southern park.

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

- The cost of moving Lanacre Avenue is not justified in the absence of the park.

Officer response: This is addressed in detail in appraisal section 3.1. The main reason for shifting Lanacre Avenue was to create developable plots adjacent to the western boundary of the site, which has been achieved.

- Concern over the scale of development backing onto the Willow Gardens Estate and loss of privacy.

Officer response: These blocks are not the subject of this application and are already consented.

- The proposed revisions to the development would result in an unacceptable increase in scale of the block.

Officer response: This is addressed in detail in appraisal section 3.5. Overall, the scale of the revised building would be consistent with other buildings in Phase 1B, including block B1, which is to be built on the opposite side of Lanacre Avenue.

- The construction work undertaken has not utilised existing unemployed tradesmen on the Estate.

Officer response: The S.106 agreement will ensure that local apprenticeships are delivered through the development.

Councillor Gill Sargeant: Understand that changes would need to be made, but concern over the loss of the Southern Park. Do not feel that the cost of moving Lanacre Avenue is justified in the light of a lack of a park.

Consultation Responses from Statutory Consultees and Other Bodies

Transport for London: Welcome cycle storage provision, should be secured by condition. Car parking provision is acceptable, although electric vehicle charging points should be secured by condition. The developer should enter into a 'permit free' agreement to exempt future residents from applying for parking permits. A revised mode share assessment should be provided. All new vehicle accesses should be safety audited and secured through S.106/S.278. Construction Management Plan should be secured by condition. A Travel Plan should be secured through S.106, along with any other pedestrian improvements in the area.

Officer Response: The revised scheme would have minimal impact on trip generation or trip distribution. Cycle storage, EVCPs, Construction Management Plan, Travel Plan and highway works would be secured through conditions or S.106/S.278.

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

London Fire and Emergency Planning Authority: The Fire Brigade is satisfied with the proposals.

Neighbouring Authority (Brent): No objection.

Internal Consultation responses

Traffic and Development Team: The proposals are acceptable, subject to travel planning obligations and a contribution towards a parking permit exemption scheme, along with conditions covering car park management, construction management, refuse collection and revised cycle storage.

2. DESCRIPTION OF THE SITE, SURROUNDINGS AND PROPOSAL

2.1 Site Description and Surroundings

The application site comprises Plot B6 of the Grahame Park Estate regeneration scheme, a 0.88 hectare parcel of land that will be formed following the relocation of Lanacre Avenue as part of Phase 1B of the redevelopment. The site has been cleared of buildings and has detailed planning consent under reserved matters application H/00308/11 for 84 flats in a building of up to 6 storeys.

The site slopes down gently from north to south. The three storey residential block Camm faces onto the eastern boundary of the site. Other blocks in Phase 1B surround plot B6, with C1 and A2 to the east, A1 to the south, A8 to the south west and B1 to the west. The new Southern Square would be located to the south, beyond A1. To the north of the site a temporary car park will be constructed, but in future this area will be developed as part of Stage B of the masterplan. Colindale Underground Station is some 400m 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 4.4(b) supports the ongoing regeneration of Grahame Park Estate, its integration with surrounding new development and the existing area and the replacement of its neighbourhood centre.

2.2 Description of the Proposed Development

Detailed planning permission is sought by Choices for Grahame Park for what would effectively be an amendment to the approved development on B6 to provide 84 flats and 8 houses (92 residential units in total) in a part 1, part 4, and part 6 storey building. It is also proposed to carry out a range of associated works, including amenity space, car parking and access roads. A plan showing the layout of the site as proposed is provided in **Appendix 1** of this report.

B6 is located to the east of the new Lanacre Avenue, which is to be moved approximately 35m to the east in order to create the development blocks in this part of Phase 1B. The proposal would result in a redesign of the layout and massing of the block, moving away from the crescent-shaped 5/6 storey consented scheme, towards a C-shaped 4/6 storey apartment block facing Lanacre Avenue with a terrace of 8 houses behind. The other principle changes to the proposal are summarised below:

- An increase in the number of units from 84 to 92 (248 habitable rooms to 274 habitable rooms);
- The redesign of the Southern Park along Lanacre Avenue, due to the increased footprint of the block, resulting in a reduced park area;
- A redesign of the car parking layout around the north, east and southern boundaries of the site;
- The realignment of the eastern road.

The architecture would be contemporary, utilising buff brick and zinc cladding to reflect the character of the rest of Phase 1B.

The proposal would form a perimeter block, with communal amenity space for the flats and private gardens for the houses located in the middle. Each flat would also have a private balcony or terrace. Refuse storage would be provided in the form of integrated stores for the apartment blocks and bin stores for the houses. 73 car parking spaces are proposed, along with 101 cycle storage spaces.

The below table summarises the unit mix across the scheme:

Unit Type	No of Units	No of Habrooms
1 bed, 2 person flat	19	38
2 bed, 4 person flat	64	192
3 bed, 5 person flat	1	4
3 bed, 5 person house	4	20
4 bed, 6 person house	4	20
Total	92	274

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 Survey
- Flood Risk Assessment
- Energy Statement
- Sustainability Statement
- Noise Impact Assessment
- Air Quality Assessment
- Biodiversity Report
- Sunlight and Daylight Report
- Landscape Design Document
- Foul Sewerage and Utilities Statement

3. PLANNING CONSIDERATIONS

3.1 Principle of the development, impact on overall scheme deliverables 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 4.4(b) 'supports the ongoing regeneration of the Grahame Park Estate, its integration with surrounding new development and the existing area'.

In terms of the principle of the development, the most important material consideration is the extant outline planning permission and reserved matters approval for Phase 1B. The proposal is essentially a redesign of the previously consented residential block B6, so the land use principles are already established. There would be a loss of affordable housing as a result of the proposal, as the original scheme for B6 was purely market housing. A detailed assessment of the impacts of the revised scheme on the other consented blocks within Phase 1B is undertaken in the relevant appraisal section below.

The applicant has advised that no further development will be undertaken pursuant to the outline planning permission. Instead, future phases of the scheme, known as Stage B, would come forward in the form of detailed planning applications submitted pursuant to the Grahame Park Development Framework Supplementary Planning Document (SPD). This document will include provisions for the delivery of necessary infrastructure for the remainder of the scheme. Work has begun on this document and an initial consultation is currently taking place. Officers expect to consult on the draft SPD in summer 2015.

Scheme progress update and decant requirements

The next stage in the regeneration programme for Grahame Park will be to demolish the Concourse, the central part of the estate containing most of the shops and community facilities. This part of the estate blights the area and there is an urgent need to decant residents out of the buildings in this next phase, in order to deliver the beginning of Stage B of the regeneration. The applicant may therefore allocate up to 25 social rented homes within blocks B1 (consent already given under reserved matters) and B6 for social rented tenants, to enable the decant of blocks within the Concourse.

Public open space and play space

The original 2007 outline permission for the regeneration of Grahame Park provided for a number of areas of public and private open space totalling 17.9 hectares, to replace the 12.42 hectares that originally existed across the site. However, this increase in open space was mostly attributable to an increase in the amount of private amenity space (communal courtyards and private gardens).

In terms of public open space, the outline consent results in a reduction from 7.54 hectares to 7.35 hectares. This reduction in public open space is mainly due to the construction of Phase 1A on part of Heybourne Park, but other local parks were due to be created throughout the masterplan, which would have gone some way to making up this deficit.

One of these parks was known as the Southern Park and Plot B6 would have provided the southern portion of this, comprising approximately 2,500sqm of public open space. The Southern Park would have fallen within the definition of a pocket park, under the GLA Open Space Hierarchy. It is noted that this proposal would result in a reduction in this area of open space to 1,056sqm. This open space would now take the form of a green linear area of public realm adjacent to Lanacre Avenue, with a width of 7.5m, providing more of a linear open space than a pocket park. A Local Equipped Area of Play (LEAP) would also have been provided, which would have been publically accessible. Instead, this proposal provides a total of 279sqm play space, which would be located in the rear communal amenity space.

A number of local residents have raised concerns over the loss of the boulevard and park, as well as the amount of money spent on moving Lanacre Avenue. However, as discussed in appraisal section 3.4, this revised scheme results in much improved provision of private amenity space for occupiers of the development. The total amount of public and private open space would be approximately 2,300sqm, broken down in the below table:

Linear public space	1,056sqm
Private communal amenity space	991sqm
Play space	279sqm
Total open space	2,326sqm

The proposal therefore results in a shortfall of approximately 174sqm and most of this would only be privately accessible. However, Stage B of the development is currently under review and will be the subject of a new masterplan. It is not viable to deliver the remainder of the original masterplan and a different approach is required, focussing more on larger family-sized housing with back gardens and a more traditional layout of streets. This is likely to result in less public open space being provided overall across the site, but more private amenity space would be provided in the form of back gardens. This revised proposal for B6 is reflective of this approach and would provide a small linear area of public realm, along with communal gardens within the perimeter block. Publically accessible LEAP play space will be provided in the new open spaces that will come forward in Stage B.

The proposal would therefore provide open space appropriate to how the future masterplan will come forward. Furthermore, the additional 8 units provided in the revised scheme will enable priority decant from the Concourse to enable the next phase of this important regeneration scheme to come forward. Up to 25 social rented homes would be allocated within blocks B1 (consent already given under reserved matters) and B6 for social rented tenants. Genesis have indicated that the 8 family houses proposed would be provided as social rented units, to enable families that are currently located in cramped accommodation in the Concourse to

have an appropriate standard of housing. This is welcomed and without this revised scheme there would be uncertainty over the ability of Phase 1B to accommodate the necessary social rented units to enable the scheme to progress.

Having regard to the above considerations, officers consider that the loss of public open space that would result from this proposal is acceptable in the context of the wider regeneration of Grahame Park. Neighbouring residents have also queried why Lanacre Avenue was moved if the park is no longer being provided. However, the main objective of moving Lanacre Avenue was to remove dead frontage along the western boundary of the site and create perimeter blocks backing onto Arran Court, Beaumont Court and Deal Court. This important place making objective has been achieved.

In summary, the proposed development 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 Dwelling mix

Development plan policies require proposals to provide an appropriate range of dwelling sizes and types, taking account of the housing requirements of different groups. The council's Local Plan documents (Core Strategy and Development Management Policies DPD) identify 3 and 4 bedroom units as the highest priority types of market housing for the borough.

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

1 bed flat	2 bed flat	3 bed flat	3 bed house	4 bed house
19	64	1	4	4
21%	70%	5%		4%

It is noted that the overall proportion of 3+ bedroom units would only be 9%. However, this is the same proportion as the extant consent for B6, so the dwelling mix would be similar to the consented situation. Furthermore, the 3 and 4 bedroom units would be provided as terraced houses, which would provide a higher proportion of family housing than the extant consent, and this is supported. In light of these factors it is considered that the dwelling mix proposed is acceptable.

3.3 Density of development

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

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

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

The application site is in a location with a PTAL of 3 and is within a suburban setting, as defined in the London Plan and provides a range of unit sizes, with an average of around 3 habitable rooms per unit. Taking these factors into consideration the London Plan density matrix would suggest a range of somewhere between 50 and 95 units per hectare or 150 to 250 habitable rooms per hectare (see table above).

On the basis of a net residential site area, the proposed density would be 133 dwellings per hectare and 397 habitable rooms per hectare. However, on the basis of a total site area of 0.88 hectares, the proposed development would have a density of 104 dwellings per hectare and 311 habitable rooms per hectare. The figures in both instances would therefore exceed the 'optimum' density ranges in the London Plan. However, London Plan policy 3.4 makes it clear that it is not appropriate to apply the density ranges mechanistically. Factors such as local context, design and transport capacity are important considerations.

In the context of an estate regeneration scheme, it would be expected that densities would be higher than the London Plan ranges, as the amount of development needs to be maximised in order to deliver particular outcomes. In this situation, B6 is important as it is required to enable the decant of tenants from the Concourse to enable future phases to come forward in line with the project programme. Furthermore, the density now proposed would not be significantly higher than the extant consent for B6. Importantly, this is the most sustainable part of the Grahame Park Estate, so it is an appropriate location for higher density development.

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

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

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

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

The London Plan contains a number of policies relevant to the provision of adequate amenities for future occupiers of new dwellings. These include requirements to provide high quality indoor and outdoor spaces, set minimum internal space standards for different types of unit and seek accommodation which has an appropriate layout and meets the needs of its occupiers over their lifetime.

The council's adopted supplementary planning documents (SPDs), Sustainable Design and Construction and Residential Design Guidance, and the Mayors adopted supplementary planning guidance, Housing, provide more detailed guidance on a range of matters related to creating new dwellings that have adequate amenities for their future occupiers. These include, in both documents, identifying minimum sizes for private external amenity space (balconies or terraces). The Barnet standards in this regard equate to 5m² per habitable room, with balconies expected to be at least 1.5m in depth in order to be usable. The Mayoral standards on this matter equate to 5m² for 1 person or 2 person dwellings with an extra 1m² expected for each additional bed space proposed.

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

Dwelling size

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

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

	Dwelling Type (bedroom/persons- bed spaces)	Gross Internal Area Standard (m ²)
Flats	1 bedroom 2 person	50
	2 bedroom 3 person	61
	2 bedroom 4 person	70
	3 bedroom 5 person	86
Houses (3 storey)	3 bedroom 5 person	102
	4 bedroom 6 person	113

All the proposed dwellings would comply, and in most cases exceed the above standards. The individual room sizes within the flats and houses would also comply with the standards set out in Annex 1 of the London Housing SPG (or the London Housing Design Guide, as applies to affordable housing).

Dwelling outlook, privacy and overlooking

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

The layout and unit mix would minimise the number of single aspect units, with only 10 of the flats being single aspect. Furthermore, none of these single aspect units would be north facing, with 3 x 1 bed units and 1 x 2 bed units being south facing and 6 x 1 bed units being west facing. The majority of flats would have dual aspect both to the street and to the rear amenity courtyard, which is supported. The windows would, where possible, be floor-to-ceiling to maximise outlook and the extent of fenestration would generally exceed 20% of the floor area of each habitable room, as recommended in Table 2.4 of the Sustainable Design and Construction SPD.

It is noted that in some areas of the scheme the SPD recommended privacy distances would not be complied with. The distance between the south-facing flats in the northern block and the nearest garden of the proposed houses would be around 7.5m, below the 10.5m distance specified in the SPD. However, a high density scheme in a growth area such as this would not necessarily be expected to meticulously comply with these standards. Officers consider that this separation distance would be adequate to ensure acceptable living conditions, having regard to overall quality of the residential environment. In addition, the north and south facing units in the western block would face out over the break between the blocks towards flats in the southern and northern blocks respectively at a distance of around 9m. This would be well below the minimum recommended standard of 21m, but it is noted from the submitted drawings that the northern and southern block units have been designed to ensure that the principle elevation faces away from the facing flats. As such, only small secondary windows of flats and corridors would be visible across the break between the blocks and it is therefore considered that there would not be an unacceptable impact on the privacy of future occupiers of these flats.

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

Private external amenity space provision

Barnet Local Plan policy DM02 states that new development should comply with minimum standards for outdoor amenity space provision set out in the Sustainable Design and Construction SPD. The same guidance is set out in Barnet's Residential Design Guidance SPD, providing minimum standards for outdoor amenity space provision in new residential developments. Flats are expected to be provided with

5m² of usable outdoor communal or private amenity space per habitable room proposed. For both houses and flats kitchens over 13m² are counted as a habitable room and habitable rooms over 20m² are counted as two habitable rooms for the purposes of calculating amenity space requirements.

All of the flats proposed would have private balconies or terraces, all of which would meet the SPD minimum width requirement of 1.5 metres, therefore comprising usable amenity space. All of the private balconies would meet GLA space standards in terms of area, with some of the ground floor units having a larger garden area in addition to the terraces. There would also be private communal amenity space for the flats at the rear of the block, which would have a total area of 991sqm. This would equate to approximately 12sqm per apartment, which in addition to the private balconies provided for each flat would ensure that SPD minimum standards are met in most cases, except for larger flats where there would be a slight shortfall. Furthermore, this must be compared against the extant consent for this block, which proposed no amenity space with the exception of private balconies. Also, the modest shortfall should be set in the context of this site as an estate regeneration scheme, where space is at a premium and rigorous application of such standards would be inappropriate.

The 8 houses proposed would each have private rear gardens. The gardens for 5 of the houses would comply with the SPD recommended 55m², with the remaining 3 having shortfalls of 13m², 25m² and 35m². However, despite these shortfalls, it is considered that good standard of amenity space would be provided overall. The houses would also have access to the communal amenity courtyard and play space via rear gates and the garden spaces provided would therefore be acceptable.

In summary, the amount of outdoor amenity space provided would be adequate to ensure that the living conditions of future occupiers of the development are satisfactory.

Daylight and sunlight

The submitted information confirms that all the new properties would receive adequate daylight and sunlight in line with the BRE standards and the proposal is therefore considered to be acceptable in this regard.

Noise and air quality

It is considered that there are no additional implications beyond the original scheme layout, in terms of air quality and noise impact on future occupiers of the development. A condition is imposed requiring details of noise insulation measures (façade configuration) for the residential units to be submitted and approved, as recommended in the submitted Noise Impact Assessment.

Conclusions on the amenities of future occupiers

The scheme is found to be compliant with development plan policy as it relates to the amenities of the future occupiers of the dwellings proposed and the design approach is considered, for the reasons outlined above, to provide future occupiers with acceptable amenities.

3.5 Design and character matters:

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

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

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

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

Layout

The proposal seeks to amend the layout of B6 from a single crescent block with a park adjacent, to a perimeter block typology with a reduced park area and more private amenity space behind the buildings. The overall site coverage of buildings would increase, but there would also be an increase in the amount of usable private amenity space compared to the existing approval, which would complement the private balconies provided for the flats. A narrower strip of publically accessible open space would be retained adjacent to Lanacre Avenue. This would be approximately 10m wide and would be usable public amenity space, which would

have seating built into the landscape design.

The revised scheme reflects the emerging proposals for the remainder of the Grahame Park Estate, which are expected to move away from the provision of large areas of public open space, towards smaller, more usable parks and play areas that are better overlooked by adjacent properties. The proposed layout would increase the number of residential entrances around the perimeter of the block. This would ensure that no 'dead spaces' would be created in this part of the scheme, which is supported.

Car parking would be provided around the edge of the block, but this would be broken up by landscaping and tree planting where possible. This is discussed in more detail in appraisal section 3.8. Overall, there would be better definition between public and private space, which has an overall security benefit for the wider community, and results in a more legible and permeable environment for pedestrians. The green open space would also provide a setting for part of the development along Lanacre Avenue. The principle of this layout is therefore supported. The revised design would ensure that street widths and separation with adjacent buildings are in keeping with the character of the rest of Phase 1B and in keeping with the scale of development proposed.

Building height and scale

As mentioned, this amended proposal would result in an increase in the site coverage of buildings and the overall massing would also increase. However, there would only be two elements of the scheme that extend to 6 storeys and these would be the northern and southernmost corners facing Lanacre Avenue. The remainder of the C-shaped apartment block would be 4 storeys and the scale of the block would be broken up by single storey link elements. Therefore, when viewed from Lanacre Avenue, the proposal would have a similar scale to B1 and the scale would be further reduced by the single storey elements and recessed balconies.

Along the eastern boundary would be a row of 3 storey terraced houses with sawtooth roofs. This would therefore be a reduction in scale compared to the extant consent that permitted a 5/6 storey block along this boundary and this terrace would relate better to the adjacent 3 storey buildings to the east of the site.

In summary, whilst the overall massing of the block has increased and the scale has increased in some areas, resulting in greater streetscene enclosure, it is considered that this revised proposal provides a better transition between the taller building to the west and south in Phase 1B, and the existing lower scale of development to the east. The breaks in the blocks would also reduce the apparent bulk of the buildings and the scale and massing of the revised design is considered to be acceptable.

Relationship with public realm and the rest of Phase 1B

As mentioned, the scale, massing and overall form of the revised design for B6 would provide a better transition between the other blocks in Phase 1B and the surrounding existing buildings. The scheme would have a similar relationship to Lanacre Avenue as the adjacent block B1, with front hedgerows defining the public/private boundaries, in line with the Design Code for Phase 1B. The 3 storey houses fronting onto the eastern access road would be befitting of a typical

suburban setting and this is considered to be appropriate.

The proposed ground surfacing materials pay due regard to the approved paving and Design Code for Phase 1B, with the approved footway and parking area paving carried over into the application site. A condition is imposed requiring the hard surfacing to be carried out in accordance with details to be submitted.

Materials and detailing

The design utilises one principle buff brick, along with a secondary dark engineering brick for feature elements. It is proposed to use the main brick already used throughout Phase 1B, the Highcliff Weathered Buff, and this is considered appropriate. Pigmented zinc cladding would be used for the sawtooth roof covering on the houses and for entrance canopies. This material has been used extensively across Phase 1B, so this is also considered to be appropriate. Windows would be aluminium and timber composite as used throughout Phase 1B. A condition is imposed requiring external materials to be used in the construction of the development to be approved.

The detailing incorporated into the design would be simple and contemporary. To complement the recessed balconies that punctuate the elevations of the apartment blocks, deep window reveals would add further visual relief to the design. In addition, a further brick recess feature involving recessed courses of the dark engineering brick would create additional visual interest. A condition is imposed requiring detailed bay study drawings of all these features to be submitted and requiring the development to be carried out in accordance with these details.

Rooftop photovoltaic arrays are required in order to meet energy reduction targets, but the submission demonstrates that these can be accommodated on the roofs of the apartment blocks, with minimal impact on the appearance of the development. Overall therefore, the proposal is considered to utilise appropriate materials and detailing to enhance its contemporary appearance and to compliment the other buildings in Phase 1B.

Car parking

As discussed, the proposal would incorporate surface car parking around the periphery of the plot. This would be similar to the consented situation for B6 and the submitted Landscape Design Document demonstrates that the potential for planting has been maximised, with blocks of up to 4 parking spaces separated by trees and shrub planting. Overall therefore, the visual impact of the proposed parking arrangement has been minimised and the proposal is therefore considered acceptable in this regard.

Bin and cycle storage

As is common with other schemes in Colindale and the rest of Phase 1B, refuse bins would be stored within dedicated, ventilated areas within the blocks, with access to the street for collection. These storage areas would provide a convenient facility for residents, would be easily accessible for collection and would ensure that the visual impact of refuse is minimised. For the houses, dedicated bin stores would be sited on the frontage, within sensitively designed brick and timber structures. This is considered to be acceptable. Cycle storage would also be contained within the

blocks in convenient locations adjacent to parking areas or block entrances. Sheffield stands are also proposed in the public realm and this is considered appropriate.

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 fit in well with the other buildings in the phase and would provide a good transition to future development in Stage B, to the north. The standard of detailing committed to in the submitted drawings and documents would ensure a high quality appearance and conditions are recommended to ensure that external materials used are appropriate. 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.

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

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

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

Overlooking and loss of privacy

The proposed block would be separated from neighbouring properties and other development blocks in Phase 1B by access roads. The nearest existing properties are in Camm and Dessouter blocks, which are to the east. The proposed block would be sited some 25m from the facing front elevation of Camm and facing rear elevation of Dessouter. There would also be a separation distance of some 17m from the rear gardens of Dessouter. These distances would comfortably comply with the SPD recommended minimum standards and the proposal would therefore not result in unacceptable overlooking or loss of privacy to existing residents.

The block would also be sited adjacent to some of the other blocks in Phase 1B, some of which are under construction and contain residential accommodation. The proposal would be set a similar distance to C1 as Camm. The building would be 15m at its closest point to A2, but the habitable rooms would be sited at an oblique angle so there would therefore be no unacceptable overlooking. The proposed block would be 32m from B1 and this would therefore comfortably comply with Council standards. The separation distance to A1 would be 17m, which would be below the standards. However, the extant consent for B6 would have a similar relationship with A1 and the separation distance of 17m is typical of other areas in Phase 1B and

would therefore be in keeping with the scheme generally. Overall therefore, the revised proposals would not have an unacceptable impact on the amenities of future occupiers of the surrounding blocks in Phase 1B.

Daylight and sunlight

The submitted Daylight and Sunlight Report confirms that, due to the reduced height of the scheme adjacent to Camm, Dessouter and the recently constructed A2/B1/C1 blocks, the impact on daylight and sunlight to these properties would be less than the consented scheme. In terms of block A1, due to the increase in the scale of the elevation facing this block, these windows will see a reduction in daylight. However, the majority of windows will see no reduction in Vertical Sky Component (VSC). Of the 15 (8%) windows that would not meet the BRE guidelines, 10 retain a VSC of over 20% and as such are considered to retain good levels of daylight. The remaining 5 windows are under overhanging balconies and therefore even a modest building opposite would result in an impact on VSC. In terms of No Sky Line (NSL) all properties are in full compliance with BRE standards. It is therefore considered that the impact on surrounding properties in terms of daylight and sunlight would be acceptable.

Outlook and visual impact

The documents submitted with the application include plans showing the impact of the proposed development on properties in the area surrounding the site and show the relationship of the proposed buildings with neighbouring properties and spaces. As discussed, the closest existing residential properties to the application site are those within Camm and Dessouter blocks, which would be to the east, beyond the access road. Other blocks in Phase 1B would also be located to the west and south.

It is noted that the eastern building line would be slightly closer to A2, C1, Camm and Dessouter than the extant consent, due to the realignment of the access road and reconfiguration of the block design. However, this building line would be formed of a terrace of 3 storey houses and the two ends of the 4 storey apartment blocks, with breaks in between. This would therefore result in a reduction in scale compared to the long, sweeping 5/6 storey B6 block that was originally approved. It is therefore considered that the impact on neighbours outlook would be reduced as a result of this amended proposal.

The separation distance to A1 would be similar, but the elevation would be larger and there would therefore be a greater impact on the outlook from the north facing flats in this block. However, as mentioned the separation distance of 17m would be in keeping with other parts of the scheme and new development in Colindale more generally. Accordingly, it is considered that there would be no undue impact on outlook from the flats in block A1. The building would also move closer to B1 than the approved scheme, but the separation distance of 32m would be adequate to ensure that there would be no undue visual impact on the occupiers of these units.

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

Noise

The revised scheme layout would not result in any additional impact on neighbouring residents in terms of noise and disturbance. Construction noise would be minimised through the Construction Management Plan, which would be secured through a condition.

Conclusions

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

3.7 Affordable housing

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

- Current and future requirements for affordable housing at local and regional levels identified in line with Policies 3.8 and 3.10 and 3.11.
- Affordable housing targets adopted in line with Policy 3.11.
- The need to encourage rather than restrain residential development (Policy 3.3).
- The need to promote mixed and balanced communities (Policy 3.9).
- The size and type of affordable housing needed in particular locations.
- The specific circumstances of individual sites.
- The resources available to fund affordable housing and maximise affordable housing output
- The priority accorded to affordable family housing provision

The application does not propose any affordable housing. However, this needs to be considered in the context of the wider regeneration of Grahame Park and the amount of affordable housing that has already been delivered across Stage A. The outline planning permission envisaged the delivery of 1,977 private market homes and 1,000 affordable homes. The table below provides a comparison of the outline planning permission and what has been delivered, or is due to be delivered, within Stage A.

Phase	Outline Permission		Delivered	
	Market	Affordable	Market	Affordable
Phase 0	55	16	17	54
Phase 1A	235	64	126	193
Phase 1B	357	137	342	55
Total	647	217	485	302

N.B. this table includes the revised proposals for B6 currently under consideration and the removal of 57 market homes from plot A8 as a result of the application for a new college building under planning reference H/00320/14.

The above table demonstrates that the scheme has delivered an additional 85 affordable homes in Stage A above the outline permission, which equates to a 38% affordable housing provision by unit, thereby exceeding the outline permission by

13%. This additional delivery has assisted with the decant strategy within the Grahame Park Estate and overall an additional 33 social rented units have already been delivered across the scheme beyond the requirements of the original permission.

Furthermore, whilst this application does not propose any affordable housing, a number of homes within the development may still be converted to social rented tenure to facilitate the accelerated decant of the Concourse for Stage B of the regeneration. This accelerated programme has received a significant boost recently following the applicant's bid for a £56 million loan under the Government's Estate Regeneration Programme (ERP). The applicant may therefore allocate up to 25 social rented homes within blocks B1 (consent already given under reserved matters) and B6 for social rented tenants. This would increase the delivery of affordable homes to 43% by unit across Stage A and would make a continued and significant contribution towards the accelerated decant strategy for the Concourse.

Overall therefore, the scheme has delivered more affordable housing than the original approval envisaged. It should also be noted that the consented development of B6 is for market units only, so there would be no loss of affordable housing as a result of this proposal. As noted above, some of the units in this block could be allocated for social rent to enable decant of the Concourse and accelerated delivery of Stage B of the regeneration. The proposal is therefore considered to be acceptable with regard to affordable housing delivery.

3.8 Impact on existing trees and proposed planting:

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

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

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

Tree loss

The extant consent for block B6 resulted in substantial tree loss across the site area, although none of the trees on site are the subject of preservation orders. This is due to the largely comprehensive nature of the redevelopment, which requires a new street and building layout, along with associated levels changes. In comparison to the extant consent, an additional 7 trees are proposed to be removed to facilitate the revised proposal. However, these are all category C trees (trees of low quality) that

were previously proposed to be retained as they would have fallen within the proposed park area. The only tree that could be retained given the revised site layout is T92, an early-mature Ash tree. Evidence has been submitted in the Tree Survey of a structural failure in the tree. Furthermore, this tree is likely to be affected by the position of drainage infrastructure in this location, which was not known about at the time of the reserved matters application. Overall therefore, this tree is not considered worthy of retention. The submitted Landscape Design Document sets out how the loss of existing trees would be mitigated against through new planting.

New planting

The submitted Landscape Design Document explains the applicant's approach to the provision of new planting, to include up to 38 new trees. These would be a variety of species depending on their siting, but would be planted as semi-mature specimens. Mountain Ash and Hornbeam would be sited along the streets and parking bays. Silver birch would be planted along the linear green space, which would complement the London Planes that will be planted along Lanacre Avenue. A number of other shrubs would be planted, including native hedging to provide screening. Full planting plans, including plant sizes, densities and planter sizes will be provided under the landscaping conditions recommended.

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. Officers take the view that adequate consideration has been given to trees in this instance. The management and maintenance of the planting will also be very important. Accordingly, a condition is recommended requiring a Landscape Management Plan to be submitted and approved. This will include maintenance schedules, measures for replacement of dead or dying trees/shrubs and watering/pruning schedules.

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

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

3.9 Transport, parking and highways matters:

Policy Context

Policy CS9 of the Barnet Core Strategy (providing safe, effective and efficient travel) identifies that the Council will seek to ensure more efficient use of the local road network, seek more environmentally friendly transport networks, ensure that development is matched to capacity and promote the delivery of appropriate transport infrastructure. Policy DM17 (travel impact and parking standards) of the Barnet Development Management 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.

PTAL Assessment

The Transport Statement submitted as part of this application by AECOM on behalf of the applicant has stated that the PTAL rating for the site is 3. Public Transport Accessibility Levels (PTAL) are graded from 1 for poor accessibility to 5/6 for excellent accessibility. Therefore, the PTAL score of 3 for the site is considered medium.

Public transport

The development is served by bus routes 186 (Brent Cross Shopping Centre to Northwick Park Hospital), 204 (Edgware to Sudbury), and 303 (Colindale to Edgware) with bus stops located close by on Lanacre Avenue. There is also a night bus route N5 between Edgware and Trafalgar Square.

The nearest Underground Station to the development site is Colindale Underground Station which is approximately 650m walking distance from the site.

Proposed Parking Provision

A total of 67 parking spaces are proposed for the residential use which includes 8 disabled parking spaces. 59 spaces are allocated to the Block B6 development and 8 spaces are allocated for sub phase 1 of Phase 1B.

The parking provision for Block B6 is broken down as follows; 47 designated residential spaces on the northern, eastern and southern boundaries of the Block and a further 12 spaces provided for Block B6 outside Camm Block. The 10 spaces shown on Lanacre Avenue are allocated for public use and these do not form part of this application. The applicant could also rely on the temporary car park to the north of the block to provide additional spaces.

The car parking is arranged on-street, in 90-degree front-in formations, located along the back edge of footway of the roads surrounding the site.

The proposed layout maximises the parking provision for B6 development but the vehicle crossover layout may not meet adoptable highway standards for future adoption of the roads serving the development.

In order to meet parking provision for the site, continuous crossovers are proposed along the frontage of the site (except Lanacre Avenue) which may not meet road

adoption standards. In addition, some parking bays appear to be within visibility splay lines which would affect future adoption of the highway.

Parking requirements for the residential use

As

	No Units	Parking Standard	Minimum	Maximum
1b flat	19	(0.0-1.0)	0	19
2b flat	64	(0.0-1.0)	64	96
3b flat	1	(1.0-1.5)	1	1.5
3b house	4	(1.0-1.5)	4	6
4b house	4	(1.5-2.0)	6	8
Totals	92		75	130.5

shown in the above table, the parking requirement for the proposed residential development falls between the range of 75 to 130.5 parking spaces to accord with the parking standards as set out in the Barnet Local Plan, Development Management Policies. The parking policy allows flexibility which depends on various factors such as the location of the site, the Public Transport Accessibility Level (PTAL) etc.

It is important therefore to take into consideration the following:

- The PTAL Rating for the site is 3;
- The site is not in a town centre location;
- The site is not in a Controlled Parking Zone (CPZ)

Furthermore, as part of the previous application that was approved for Phase 1B, it was agreed that as part of the overall development of Phase 1B, a parking ratio of 0.74 per unit would be provided. This is an overall ratio for the whole of Phase 1B and there is flexibility for some blocks to have a higher or lower ratio depending on the constraints of the site. Based on the overall ratio agreed previously, the proposed provision of 59 parking spaces for the residential use therefore falls short by 9 parking spaces. Furthermore, if the roads are offered for adoption, further bays would need to be removed to meet adoptable standards. Although the applicant has not yet designed the layout to meet road adoption standards, it is estimated that a further short fall of 1-3 spaces could be expected, so in total around 10-12 additional spaces could be required. These short falls in spaces are likely to result in an overspill of parking on roads in the vicinity of development.

As part of our on-going discussions with the applicant, officers have advised the applicant to review this potential short fall and whether these could be re-provided elsewhere. The applicant has decided to utilise the car parking spaces in the temporary car park approved as part of the previous application under planning reference H/00890/11 to cater for any overspill of parking from Phase 1B and this is considered to be acceptable.

Car Parking Management Plan and EVCPs

A Car Parking Management Plan (CPMP) will need to be provided showing the parking management and allocation policy and parking allocation to be shown on a drawing indicating allocation of each use and parking space allocated to individual

residential properties. A condition is recommended requiring this to be submitted and approved.

It is proposed that 20% of all car parking spaces will be provided with electric vehicle charging points (EVCPs) with an additional 20% passive provision and this will also be secured through the CPMP.

Cycle Parking Provision

The proposals are to provide 101 Cycle Parking spaces for the residential use and 2 spaces are provided for visitors.

Cycle parking provision would need to be made in accordance with Revised Early Minor Alterations to the London Plan published on 11th October 2013 and the latest FALP policy provision.

Residential Cycle Parking Assessment

For C3 residential use the proposed cycle parking standards are as follows:

1 cycle parking space for 1 bed units + 1 cycle parking space per 40 units for visitors;

2 cycle parking spaces for 2+ bed units + 1 cycle parking space per 40 units for visitors.

	No Units	Cycle Parking for residents	Total
1b flat	19	19	19
2b flat	64	128	128
3b flat	1	2	2
3b house	4	8	8
4b+ house	4	8	8
Totals	92	165	165

The above table summarises the required cycle parking provision. In addition to the above, 2 further spaces are required for visitors.

The cycle spaces currently proposed for residents and visitors do not comply with the latest FALP policy provision which includes two spaces for units of two or more bedrooms, which would total 167 spaces including visitors spaces.

A condition is imposed requiring details of this additional provision to be submitted and approved. These details should also include the number and position of these spaces to ensure they are well located in relation to entrances to encourage their use. The applicant has confirmed that there is adequate space within the cycle stores to accommodate this additional storage.

Vehicular Access Arrangement

Block B6 is bounded to the west by Lanacre Avenue. Lanacre Avenue is the main distributor road within the Grahame Park Estate. The site can also be accessed via Lower Strand which is off Great Strand. All streets are lit and subject to a 30mph speed limit.

Streets surrounding the B6 site are designed for a 6m wide carriageway and footways of 2.1m wide. Lanacre Avenue is designed with a carriageway width of 7.3m and a footway width of 3.1m. Visibility splays on internal road junctions should be designed in accordance with Manual for Streets guidelines and in this instance, the requirement will be for a 2.4m by 43m splay as the roads are subject to 30mph speed limit. It is noted that the applicant has provided a visibility splay of 2.4m by 25m for internal junctions, which are primarily for a 20mph speed limit. Provision of higher visibility may affect some of the parking bays positioned near junctions, as previously mentioned.

Pedestrian Access Arrangement

The pedestrian access to the site is provided from the newly realigned Lanacre Avenue and Lower Strand to ensure maximum permeability for residents.

Accident Analysis

The applicant has obtained road traffic accident data for the highway network in proximity to the site for a five year period.

76 recorded personal injury accidents (PIA) occurred during this period within a 500m radius, of which 71 were classed as slight and 5 classified as serious. No accidents were recorded as being fatal. Some these accidents are recorded on the M1, so not within close proximity.

Appendix D of the submitted Transport Statement (TS) provides details of the accidents over the 5 year period. On Lanacre Avenue, 8 are recorded as "slight" and 1 as "serious" within close proximity of the site. At the junction of Grahame Park Way and Lanacre Avenue, 5 accidents were recorded, 4 of which are slight. At the junction of Grahame Park Way and Great Strand, 2 slight accidents were recorded. All other accidents were away from the site location. The statistics do not show any common factors causing accidents or any patterns that identifies a specific issue on the highway network.

Traffic Impact Assessment

The TS submitted by AECOM on behalf of the applicant undertook traffic distribution for the residential element of the scheme using 'journey to work' ward data, isolating car journeys.

The trip generation indicates that in terms of traffic, the effects of the current proposals for Block B6 generate 3 additional trips during morning and evening peak hours. This equates to 3 vehicles per hour which is negligible increase in the context of Phase 1B Master Plan. Trip generations for majority of the site had already been approved previously. Current proposals show an additional increase of 8 units which will have a minimum impact on the highway in terms of additional trip movements.

Refuse Collection

Refuse and recycling collection would be via the external highway. Most of the Refuse stores are within a 10m trolleying distance of the public highway. Cores B,

C, D and E facing Lanacre Avenue are approximately 17m from the public highway. On collection days, the on-site management company will need to arrange for these bins to be moved within 10 metres of the public highway

Although a swept path analysis has been provided for a large refuse vehicle as per the Council's requirements, the proposed refuse collection arrangement will need to be agreed with the Council's Waste Management Team and a condition is recommended requiring these details to be submitted and approved.

The Fire Brigade have confirmed that the scheme layout is adequate for fire fighting access.

Travel Plan (TP)

A full Residential TP which will be required via the S.106 obligations as per the criteria in the current (2013) Transport for London TP guidance. This has been agreed with the applicant and the TP will set aside an incentive fund of £27,600 (£300 per unit). This will ensure that future occupiers of the development are incentivised towards non-car modes of transport. A TP monitoring contribution of £15,000 has also been agreed and this is in line with the requirements of the Council's Planning Obligations SPD.

Off-Site Highways Works

Highway works affecting the public highway along the frontage including alteration to existing accesses on Lanacre Avenue and Lower Strand shall be implemented under S.278 Agreement.

Conclusion

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

3.10 Creating inclusive environments for all members of the community:

Barnet Local Plan policy DM03 requires development proposals to meet the highest standards of accessible and inclusive design, whilst policy DM02 sets out specific considerations for development proposals. With regard to residential developments such as this proposal, all units should comply with Lifetime Homes standards with more than 10% wheelchair home compliance (9 units), as per London Plan policy 3.8. The public realm areas, streets and footpaths should also consider inclusive design principles.

The submitted Design & Access Statement explains that the scheme has been designed with accessibility in mind, with easily identifiable core entrances and level thresholds, whilst the cores in the 6 storey apartment blocks have lifts enabling wheelchair access to all of the accommodation. All wheelchair standard units are located on ground floor level and across a mixture of unit sizes. All of the proposed

flats would comply with Lifetime Homes standards. 9 of the flats would be wheelchair accessible, thereby complying with the 10% requirement set out in the London Plan. 9 wheelchair accessible parking spaces are proposed for the flats, which would comply with Lifetime Homes standards.

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

3.11 Contaminated land and water quality issues:

The 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.

3.12 Safety and security matters:

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

The revised scheme layout gives a perimeter block structure to the development of B6, compared to the previous scheme that comprised a single block with open space adjacent. The revised scheme therefore provides more private open space, as opposed to public open space, and this is properly defined by the scheme layout. The perimeter block layout allows for good natural surveillance all around the boundaries of the site and the design maximises building entrances. Details of the access gate to the rear amenity area would be agreed by condition and it will be important to ensure that this is adequately secure. Overall, the scheme is considered to be acceptable in this regard.

3.13 Flooding and water infrastructure matters:

The application site does not fall within an area identified as being at risk of flooding, although the proposed development would increase the amount of hardsurfacing across the site, so there would be the potential for increased surface water run-off. Sustainable Urban Drainage Systems (SuDS), including permeable paving and rainwater harvesting, would be incorporated into the scheme, which would achieve greenfield run-off rates for the 1, 30 and 100 year events, with an additional 30% allowance made for climate change for the 100 year event.

The dense nature of the development limits the provision of open green space and

site investigations have revealed that the underlying strata is generally impermeable (London Clay). The proposed SuDS features therefore comprise:

- Permeable paving in private parking areas and non-adopted highways, providing attenuation;
- Attenuation tanks below the private amenity space to attenuate uncontaminated run-off and discharge into the existing drainage system in a controlled manner through the use of a Hydrobrake, or similar technology.

Design drawings and calculations have been included in the submission, which demonstrate that adequate attenuation capacity can be provided. A condition is recommended to require detailed designs to be submitted and approved prior to commencement.

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

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

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

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

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. The CAAP provides that schemes such as this should achieve Code Level 4 or above against the Code for Sustainable Homes and BREEAM 'Excellent' for non-residential uses.

District heating

There are currently no existing heat networks in the vicinity of the site, although one is expected to come forward as part of Stage B of the Grahame Park regeneration scheme. Accordingly, the scheme has followed the approach set by the rest of Phase 1B and provided individual gas boilers alongside additional space within the internal service risers to allow for future connection to a heat network.

Carbon dioxide emissions

The application is accompanied by a Sustainability Statement and Energy Statement, which include an assessment of the options considered under the Mayor's hierarchy. The chosen options include built fabric improvements such as high insulation values, low energy lighting and air tightness. In total, the *be lean* measures would not result in a reduction in CO2 emissions. This is due to the extent of glazing proposed, as well as the objective of ensuring that all materials match the rest of Phase 1B. However, it is proposed to install photovoltaic panels (PV) on the roofs of the apartment blocks and houses. Indicative siting of the proposed PV has been provided and it has been confirmed that these panels would not be unacceptably overshadowed. This *be clean* measure would result in up to 43.4% of CO2 emissions savings. These measures, taken together would reduce CO2 emissions for the whole development by more than 40%. This would therefore exceed the requirements of London Plan policy 5.2. A condition is imposed requiring details of the photovoltaic panels to be submitted and approved.

The Sustainability Statement sets out the applicant's commitment to achieving level 4 under the Code for Sustainable Homes. A sample Code for Sustainable Homes pre-assessment has been included, which demonstrate compliance with these standards. A condition has been recommended to ensure that the development achieves this code level. 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 B6.

Biodiversity matters

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

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

The application site is not designated as a SINC, but does contain some habitats that could attract protected species, specifically trees that could accommodate nesting birds. Heybourne Park, to the west beyond the Grahame Park Estate, is a designated SINC Borough Level Grade 2, but there are no other ecology designations in the vicinity of the site, with the Brent Reservoir SSSI located some 2km to the south.

The Ecology and Biodiversity Report submitted with the Phase 1B reserved matters application, as well as the Biodiversity Assessment accompanying this scheme,

conclude that there is the potential for nesting birds to occupy trees and that these should be checked prior to felling. A condition is recommended requiring a relevant mitigation scheme to be approved and complied with. 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. It is also noted that green/brown roofs are proposed, which is supported, and details of planting will be secured through the landscaping condition.

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. A condition is recommended requiring a Site Waste Management Plan to be submitted and approved, to ensure that materials are sourced sustainably where possible and measures are put in place to minimise waste. Specifications for external lighting will exceed 'Dark Sky' requirements and a condition is recommended requiring details of lighting to be approved.

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

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

The submitted Sustainability Statement demonstrates a reduction in average per person water use within the development from 145 litres/day to 105 litres/day, in line with the requirements of London Plan policy 5.15 and Code Level 4. This would typically be achieved through dual flush WCs, flow restricted taps/showers and standard washing machine settings. These are all requirements of Code for Sustainable Homes Level 4.

The submitted Micro-Climate Assessment demonstrates that the revised building would generally provide a better environment in surrounding streets and courtyard spaces, although there is the potential for additional ‘funnelling’ along Lanacre Avenue. However, the proposed planting should provide adequate shelter and overall it is considered that the revised proposal would not have an unacceptable impact on the comfort of pedestrians or users of the amenity space associated with the development.

In terms of ambient noise and air quality, the site is considered to be suitable for residential use subject to the conditions recommended. In summary, the proposal is considered to be fully compliant with Local Plan and London Plan policies on energy and sustainability.

3.15 Socio-economic impact:

Health

Policy 7.3 of the CAAP seeks to ensure that new health facilities will be provided in the Colindale Avenue Corridor of Change, to complement reprovided facilities at the Grahame Park Estate. This part of site is however not earmarked for the provision of a new facility. NHS England and Barnet Clinical Commissioning Group (CCG) are currently undertaking a review of facilities in the area to establish future requirements and explore options for health care provision including expansion of existing facilities and construction of new premises to account for the population growth expected across the CAAP area. It is expected that later phases of the Grahame Park development will be able to provide a health centre.

It is acknowledged that the strategic plan for healthcare provision in Colindale is a concern, but this can only be resolved through effective engagement with the NHS and Barnet CCG and there is adequate capacity in future phases of Grahame Park to accommodate a health facility. Importantly, this development will make a significant Community Infrastructure Levy (CIL) contribution, which could be used to fund new or improved facilities.

Education

The substantial CIL payment associated with this scheme would in part contribute to the provision of local education facilities and the impacts of the proposed development are considered to be able to be satisfactorily mitigated in this regard.

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

3.16 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 development is not considered to result in significant environmental effects, having regard to the criteria set out in Schedule 3 and does not propose a significant increase in the amount of development consented under the original outline. 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.

3.17 Planning obligation matters:

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

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

Notting Hill Housing Construction Training Initiative

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

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

This is required by the Council's Affordable Housing SPD.

Travel Plan

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

- (i) Provision of a Travel Incentive Fund of £300 per unit (£27,600 total cost to the applicant) to provide two of the three incentives set out below for first occupiers:

- (a) £150 towards Oyster card credit;
 - (b) £150 towards lifetime Car Club membership and associated Car Club usage;
 - (c) £150 voucher for purchasing a bicycle.
- (ii) The Travel Plan shall include an evidence based target for take up and provision of these incentives.

This is required by the Council's Planning Obligations SPD.

Travel Plan Monitoring Contribution

Payment of a financial contribution of £15,000 to the Council towards its costs in promoting more sustainable modes of transport and monitoring the Travel Plan that will be submitted for the development.

This is required by the Council's Planning Obligations SPD.

Apprenticeships

The applicant shall secure the provision of a minimum of 5 construction apprenticeships, including costs of wages and training to be delivered in line with the National Apprenticeship Service Framework (or any such scheme that may replace the Framework, as may be agreed).

This is required by the Council's Skills, Enterprise, Employment and Training SPD.

Parking Permit Exemption Scheme

A contribution of £5,000 in order to facilitate a parking permit exemption scheme for residents of the development.

This is required to ensure that existing residents are not precluded from applying for parking permits by future residents of the development, should a CPZ be introduced in surrounding roads.

Monitoring of the Section 106 Agreement

A contribution of £1,250 index linked towards the monitoring and management of the S106 planning obligations.

This is required by the Council's Planning Obligations SPD.

3.18 Barnet Community Infrastructure Levy

The proposed development is liable for charge under the Barnet CIL (at a rate of £135 per square metre). Because of the nature of the way in which CIL is calculated it is only possible to estimate the contribution which will finally be made through the Barnet CIL at the time applications are determined. There is no existing floorspace on site. Without taking account the relief from a CIL charge which the affordable housing element of the scheme could be eligible for the development might be expected to generate a Barnet CIL charge of **£1,290,496**.

3.19 Mayoral Community Infrastructure Levy

The proposed development is liable for charge under the Mayoral CIL (at a rate of

£35 per square metre). Because of the nature of the way in which CIL is calculated it is only possible to estimate the contribution which will finally be made through the Mayoral CIL at the time applications are determined. There is no existing floorspace on site. Without taking account the relief from a CIL charge which the affordable housing element of the scheme could be eligible for the development might be expected to generate a Mayoral CIL charge of **£351,076**.

4. EQUALITIES AND DIVERSITY ISSUES

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

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

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

- age;
- disability;
- gender reassignment;
- pregnancy and maternity;
- race;
- religion or belief;
- sex;
- 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 revised proposal would accord with the site specific guidance set out in the Colindale Area Action Plan (CAAP) and would enable vital decant of tenants from the Concourse to secure the long term objectives of the regeneration of Grahame Park and Colindale more generally. An improved mix of units is proposed compared to the reserved matters consent, including 8 family houses.

The design and layout of the development would relate well to the remainder of Phase 1B and would better reflect the future masterplan for Stage B than the consented scheme. 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 neighbouring occupiers. The revised scheme would provide a better standard of residential environment than the consented development, with better private amenity space provision.

The application includes a number of measures to achieve a good standard in respect of sustainable design and construction. The new building would meet Code for Sustainable Homes level 4 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 and in the adjacent temporary car park, with the emphasis on parking restraint in this accessible location. 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 Phase 1B. The setting for the building proposed would be provided by the new linear open space

adjacent to Lanacre Avenue, and the proposal also includes the planting of new trees around the block. It is considered that the replacement planting proposed provides adequate mitigation for the trees and vegetation 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.

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the Council to determine any application in accordance with the statutory development plan unless material considerations indicate otherwise. All relevant policies contained within the development plan, as well as other relevant guidance and material considerations, have been carefully considered and taken into account by the Local Planning Authority. It is concluded that the proposed development generally and taken overall accords with the relevant development plan policies. It is therefore considered that there are material planning considerations which justify the grant of planning permission. Accordingly, subject to the satisfactory completion of the Section 106 Agreement, **APPROVAL** subject to conditions is recommended, as set out in the recommendations section at the beginning of this report.

APPENDIX 1: PLANS OF THE PROPOSED DEVELOPMENT

Site layout and context as proposed



APPENDIX 2: INFORMATIVES

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

Core Strategy (Adopted 2012):

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

Development Management Policies (Adopted 2012):

DM01 (Protecting Barnet's character and amenity)
DM02 (Development standards)
DM03 (Accessibility and inclusive design)
DM04 (Environmental considerations for development)
DM06 (Barnet's heritage and conservation)
DM08 (Ensuring a variety of sizes of new homes to meet housing need)
DM10 (Affordable housing contributions)
DM15 (Green belt and open spaces)
DM16 (Biodiversity)
DM17 (Travel impact and parking standards)

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); 2.14 (Areas for Regeneration) and 2.18 (Green Infrastructure: the Network of Open and Green Spaces)

London's People:

3.1 (Ensuring Equal Life Chances for All); 3.2 (Improving Health and Addressing Health Inequalities); 3.3 (Increasing Housing Supply); 3.4 (Optimising Housing Potential); 3.5 (Quality and Design of Housing Developments); 3.6 (Children and Young People's Play and Informal Recreation Facilities); 3.8 (Housing Choice); 3.9 (Mixed and Balanced Communities); 3.10 (Definition of Affordable Housing); 3.11 (Affordable Housing Targets); 3.12 (Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes); 3.13 (Affordable Housing Thresholds)

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

Implementation, Monitoring and Review:

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

2. In accordance with paragraphs 186 and 187 of the National Planning Policy Framework, the Council takes a positive and proactive approach to development proposals, focused on solutions. The Local Planning Authority has produced planning policies and written guidance to guide applicants when submitting applications. These are all available on the Council's website. A pre-application advice service is also offered. 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 applicant is advised to engage a qualified acoustic consultant to advise on the scheme, including the specifications of any materials, construction, fittings and equipment necessary to achieve satisfactory internal noise levels in this location.

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

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

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

The assessment and report on the noise impacts of a development should use methods of measurement, calculation, prediction and assessment of noise levels and impacts that comply with the following standards, where appropriate:

- 1) BS 7445(2003) Pt 1, BS7445 (1991) Pts 2 & 3 - Description and measurement of environmental noise;
- 2) BS 4142:1997 - Method for rating industrial noise affecting mixed residential and industrial areas;
- 3) BS 8223: 2014 – Guidance on sound insulation and noise reduction for buildings: code of practice;
- 4) Department of Transport: Calculation of road traffic noise (1988);
- 5) Department of Transport: Calculation of railway noise (1995);
- 6) National Planning Policy Framework (2012)/ National Planning Policy Guidance (2014).

Please note that in addition to the above, consultants should refer to the most relevant and up to date guidance and codes of practice if not already listed in the above list.

5. The applicant is advised that if the development is carried out, where possible, the applicant should seek to improve the existing pedestrian visibility splays at either side of the vehicular access in accordance with the Manual for Streets. A visibility splay of 2.4m by 43m should be provided for internal junctions. Higher visibility splays would be required for new junctions with Local Distributer Roads.
6. Refuse collection point should be located at a ground floor level and within 10m of the refuse vehicle parking bay. Levelled access should be provided for the refuse collection personnel to collect the bins. The refuse collection personnel are not expected to push the bins on an inclined surface to safeguard their Health and Safety requirements. Alternatively, the dustbins will need to be brought to the edge of the refuse vehicle parking bay on day of collection. The applicant is advised that the Council's refuse collection department is consulted to agree a refuse collection arrangement.
7. The applicant is advised that Lanacre Avenue NW9 is Traffic Sensitive Road; deliveries during the construction period should not take place between 8.00am-9.30am & 4.30pm-6.30pm Mon-Sat. Careful consideration must also be given to the optimum route(s) for construction traffic and the Development and Regulatory Services, Building 4, North London Business Park (NLBP), Oakleigh Road South, London N11 1NP should be consulted in this respect.
8. The costs of any off site works on the public highway associated with the development, including reinstatement works and PERS improvements will be borne by the applicants and will require the Applicant to enter into a rechargeable agreement or a 278 Agreement under the Highways Act 1980.
9. The applicant is advised that the proposed development may involve alterations to the existing on-street waiting and loading restrictions. Alterations to on-street waiting and loading restrictions will be subject to a statutory consultation period. The Council cannot prejudge the outcome of the consultation process.
10. The applicant is advised that any public or private rights of way within the development site will require to be stopped up to facilitate the development under Section 247 of the Town and Country Planning Act.
11. 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.

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 **£351,076** payment under Mayoral CIL.

The London Borough of Barnet adopted a CIL charge on 1st May 2013 setting a rate of £135 per sq m on residential and retail development in its area of authority. All other uses and ancillary car parking are exempt from this charge. Your planning application has been assessed at this time as liable for a **£1,290,496** 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.

Relief or Exemption from CIL

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

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

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

APPENDIX 3: SITE LOCATION PLAN

**Site Address: Development Plot B6, Grahame Park Estate Regeneration,
Lanacre Avenue**

