

PLANNING COMMITTEE

5 November 2018

ADDENDUM TO SERVICE DIRECTOR OF DEVELOPMENT MANAGEMENT AND BUILDING CONTROL'S REPORT

18/2492/FUL – 1-5 Princes Parade, Golders Green Road and 1-3 Heather Gardens London NW11 9HS
Pages 65 - 112

It has been agreed that a review mechanism will be attached within section 3) of the proposed Section 106 Heads of Terms. The mechanism shall include the following:

Affordable Housing Review Mechanism to include a review clause that provides for the developer to submit a Financial Appraisal to the Council upon the sale of 80% of residential units in the development

18/4369/RMA – Colindale Gardens (formerly Peel Centre), Aerodrome Road, NW9 5JE
Pages 113 - 140

Additional comments received from the Council's Scientific Services Team confirming no objections on noise but requesting the imposition of an additional condition regarding air quality.

Add Condition 3

3. a) Prior to the commencement of each block, details of proposed air pollution mitigation measures to target air quality neutral status shall be submitted to and approved in writing by the Local Planning Authority.

b) The approved mitigation measures identified for that block shall be implemented prior to completion of that block in accordance with details approved under this condition before any of the development in the phase first occupied or the use commences and retained as such thereafter.

Reason: To ensure that the amenities of occupiers are protected from the poor air quality in the vicinity in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and Policy 5.3 of the London Plan 2016.

Replace text, sections 4.3 & 4.4 p.130-138 with following text:

4.3 Amount and Mix of Development

Amount

The hybrid planning permission approved the development of 2,900 units across Colindale Gardens. Condition 1 controls this by requiring development to be carried out in accordance with PCD 5, which controls the amount of residential development by setting a site-wide maximum amount of residential floorspace of 276,813m² and 2,900 residential units.

PCD 5 also controls the maximum number of residential units for each Development Zone and enables any deviations from these numbers to be permitted subject to local authority approval. The application proposes a total of 1,208 dwellings as follows:

- Development Zone A (Phase 2D): 322;
- Development Zone B (Phase 2F): 131;
- Development Zone C (Phase 2E): 418; and
- Development Zone D (Phase 2G): 337.

The proposal involves an increase of 393 units above the maximum number of units across these three phases currently approved under PCD5. The Applicant's intention is to reconcile this with an equal decrease in the total number of units in Blocks V, W, X, Y and Z in Development Stage 3. This means the site-wide total of 2,900 residential units and maximum amount of residential floorspace will be unchanged, and therefore compliant with the hybrid planning permission. There will be no increase to the site-wide total under this planning application.

All of these changes have been accounted for in the draft revised Development Schedule, Revision 8 (July 2018), which is submitted for information not approval. The Applicant's intention is to regularise this via a separate application following the approval of this application.

Mix

PCD 5 sets out the controls to the site-wide mix of housing and an indicative mix for Development Zones A, B, C and D. Although there are no specific controls over the residential mix in Blocks A, B, C and D, the proposed mix is in broad alignment with the site-wide requirements and the indicative mix for these plots set out in PC5.

The proposal does not alter the site-wide approved residential mix because it is a localised redistribution within the parameters of the Outline permission..

Tenure

The proposals include a mix of affordable housing provided within Blocks A, B, C and D of the proposed development which will comply with paragraph 4, Schedule B of the S106 Agreement of the OPP, which requires approval of an Affordable Housing Scheme.

4.4 Matters Reserved

The reserved matters currently under consideration are as follows:

Scale means the height, width and length of each building proposed within the development in relation to its surroundings.

Layout means the way in which buildings, routes and open spaces within the development are provided, situated and orientated in relation to each other and to buildings and spaces outside the development.

Appearance means the aspects of a building or place within the development which determines the visual impression the building or place makes, including the external built form of the development, its architecture, materials, decoration, lighting, colour and texture.

Landscaping, in relation to a site or any part of a site for which outline planning permission has been granted or, as the case may be, in respect of which an application for such permission has been made, means the treatment of land (other than buildings) for the purpose of enhancing or protecting the amenities of the site and the area in which it is situated and includes –

- (a) screening by fences, walls or other means;
- (b) the planting of trees, hedges, shrubs or grass;

- (c) the formation of banks, terraces or other earthworks;
- (d) the laying out or provision of gardens, courts, squares, water features, sculpture or public art; and
- (e) the provision of other amenity features

The proposals have been developed through detailed discussion with the Borough's Design Officer. As approved by Condition 1 of the hybrid planning permission, deviations from the Parameter Plans and the DPD can be approved if they are justified through a design rationale. The Applicant's design rationale is set out in the Design Statement. This is summarised below.

Layout

The key relevant matters for consideration are the layout principles established on the Parameter Plans and relevant principles set out in the DPD.

General Layout Parameters

The approved Parameter Plans define 'Development Zones' within which new buildings can be built, which in turn frame 'routes' within which new access roads can be laid out and 'spaces' for public open space provided.

In order to achieve the optimum design solution, the proposed layout of the buildings has been reviewed by the applicant's architects, who have sought to impose some 'best-practice' conditions onto the configuration of the buildings to enhance the residential quality of the proposed scheme.

As a result of the design evolution for the layout of Blocks A, B, C and D, there are a number of deviations arising against the approved Development Zone Parameter Plan (Dwg No. 1735-FCB-SITE-0102 P2), Horizontal Limits of Deviation Parameter Plan (Dwg No. 1735-FCB-SITE-0106 P3), Vertical Limits of Deviation Parameter Plan (Dwg No. 1735-FCB-SITE-0107 P2), and Ground Floor Frontages Plan (Dwg No. 1735-FCB-SITE-0105 P2).

In summary the proposed deviations arise as a result of the following scheme enhancements (full details of deviations can be found in the Parameter Audit, Statement of Compliance and ES Addendum):

- Relocation of Block B tower to Block D to enhance the masterplan layout, resulting in amendments to horizontal limits of deviation between these two blocks;
- Amendments to height distribution for cores within Blocks A, B, C and D;
- Extension to retail frontage along Colindale Avenue (Block A) to enclose the proposed public square;
- Concentration of retail frontages around public square (removal of primary town centre use frontages in Blocks C and D and amendment to Block D residential frontage to enable provision of D1 nursery); and
- Amendment to minimum building to building width for ST02 between Blocks A and C to provide enhanced residential layouts in Blocks A and C, also reflecting non-retail frontage along ST02.

The proposals have been developed through detailed discussion with the Borough's Design Officer. As approved by Condition 1 of the OPP, the deviation from the Parameter Plans and the DPD is justified through the design rationale and Statement of Compliance, which is set out in the Design and Access Statement.

Accordance with the Design Principles Document

The DPD has been the starting point for the preparation of the detailed plans submitted for approval. The DPD imposes a series of requirements on to each phase which have been fully accounted for in the submitted plans. Details are set out in the Design Statement and a full audit of compliance against the DPD is provided in the Parameter Audit at Appendix I of the Planning Statement. The key points/elements are highlighted below:

- **Key Routes** – the design of the key routes accord with the details previously approved for Stage 1 or as per Sections 3.2 and 3.4 the DPD.
- **Colindale Avenue** – development along Colindale Avenue follows the broad principles set out in Section 3.5 of the DPD, it should be noted that detailed design for Colindale Avenue is still being finalised, with a series of design workshops ongoing with the Council and TfL. Works are in accordance with the S106 agreement.
- **Station Plaza** – the design of the Station Plaza accords with the principles in Section 4.6 of the DPD, albeit a shared surface is proposed rather than a specifically dedicated cycle route.
- **Aerodrome Road West** – materiality of the surface materials on Aerodrome Road West will tie in with treatment proposed at Colindale Avenue, rather than the Station Plaza. Overall the proposals for Aerodrome Road West generally accord with the principles in Section 4.7 of the DPD.
- **Playspace** – the proposals result in a requirement for 2,821 sqm playspace against the GLA child yield calculations. The RMA includes doorstep play within the podiums in Blocks A, B, C and D, and across the site there is an over provision of 10% additional playspace. Proposals accord with Section 4.2 of the DPD and meet the site wide requirements;
- **Ecology and Trees** – ecological matters accord with the details previously approved for Stage 1 or as per Sections 4.3 and 4.4 of the DPD. Full details in relation to lighting will be submitted as part of Condition 33 details in due course; and
- **Community Gardens** – the proposals broadly align with the principles in Section 4.9 of the DPD.
- **Form and Massing** – the height of some parts of the scheme exceeds the approved parameters in terms of the number of storeys, primarily as a result of the relocation of height from Block B to Block D. In addition, Block A has been extended horizontally to enclose the square. The proposed deviations arise as a result of the scheme enhancements and the principle of these changes has been agreed during pre-application discussions with LB Barnet officers.
- **Frontages** – Active frontages have been maximised, particularly along Colindale Avenue and the Public Square.
- **Parking Principles** – in accordance with DPD principle 5.2.7a of the DPD, the proposal will continue to achieve an average car parking ratio across the development as required by Condition 16 of the hybrid planning permission. A basement car park has been introduced below Plots A, B, C and D and podium parking is also provided in Blocks A, C and D.
- **Outdoor Amenity Space** – the proposal accords with all but one of the principles relating to amenity within Section 5.2.3 of the DPD. Although outdoor communal amenity space complies with the Mayor of London's London Housing SPG standards, it does not comply with LB Barnet Residential Guidance.

Amenity space is provided at podium level for each block and here is an opportunity for the roofs in Blocks ABCD to be used as amenity space or bio-diverse roofs. The total residential amenity space is between 3,856sqm and 8,189sqm.

The provision of amenity space complies with the Mayor of London's London Housing SPG standards. There is a slight shortfall compared to the requirements set out in the LB Barnet Residential Design Guidance SPD but it is considered that this deviation is acceptable because there are significant areas of high quality public open space, including Garden Square West, Peel Park and Community Gardens in close proximity to each of these plots.

Scale

The key relevant matters for consideration are the heights for each element of each building, having regard to the controls set out on the parameter plans and in the DPD.

Height

Approved Parameter Plan 0108 defines the maximum heights for buildings introduced within Development Zones A, B, C and D. The scale of some parts of the scheme exceeds the approved parameters in terms of the number of storeys, primarily as a result of the relocation of height within the scheme from Block B to Block D, and some breaches in height in Blocks A and C.

These are as follows:

- Block A – Cores A1 and A2 (+9.03m), Core A3 (+8.88m), Core A4 (+12.555m and +9.255m) and Core 5 (+6.18m);
- Block B – Core B1 (+8.930m) and Core B2 (-22.595m);
- Block C – Core C1 (+4.43m), Core C2 (+8.03m), Core C3 (+14.33m) and Cores C4 and C5 (+8.03m); and
- Block D – Core D1 (+0.65), Core D2 (+14.73m) and Core D3 (+8.58).

The proposed massing has been developed in conjunction with LB Barnet officers to ensure that it is a design-led response to the site's townscape conditions. Key townscape views that looked at the relationships between the buildings within the application site, the wider Colindale Gardens development and the emerging built environment context in Colindale have been used to analyse and identify the appropriate scale for each of the proposed buildings.

Therefore, it is concluded that the parameter deviations are the outcome of an extensive and iterative design process (involving the Borough's Design Officer) and enables a better quality of scheme to be realised, which takes into account topography and the emerging urban character of the site, and is acceptable in planning terms.

Density

The application proposals are the result of a design-led approach developed in consultation with the Borough's officers. The proposals involve an increase in density of development in Plots A, B, C and D compared to the Parameter Plans (PC6) and Development Schedule (PC5).

This part of the Colindale Gardens site is the most accessible, given its location 50 m from Colindale London Underground Station. There is clear support in the emerging London Plan to deliver higher densities on well-connected suitable sites. It is concluded that this is acceptable as density is the outcome of a rigorous design-led exercise that ensures the scale of form of development on these plots is the most appropriate, having regard to all relevant planning considerations.

Daylight/Sunlight

The layout of the development, combined with the scale of the proposed buildings and their internal floorplans, maximises the level of daylight/sunlight to habitable rooms and outdoor amenity spaces. Where single aspect units are unavoidable, design mitigation measures have been incorporated to ensure an acceptable standard of residential accommodation. It is noted that there are areas within the site that deviate from DPD principle 5.2.1(c and b), but the minimum gaps are no less than already approved elsewhere in the rest of the scheme and there is an ability to provide additional amenity space on roof top gardens.

Landscaping

This proposal incorporates the provision of the landscape areas defined on Parameter Plan – Landscape Treatment Plan (Dwg No. 1735-FCB-SITE-0104 P2).

Accordance with the Design Principles Document

Although the Applicant intends to submit full details of landscaping to satisfy the requirements of Condition 11 in due course, the information provided within the Landscape Details Booklet is generally consistent with the relevant landscape principles in the DPD.

Appearance

The key relevant matters for consideration include the set of principles in Sections 5.2.5 and 5.6 of the DPD.

Accordance with the Design Principles Document

Although the Applicant intends to submit full details of materials to satisfy the requirements of Condition 22 in due course, the Material Details Booklet includes an indicative material palette that has been presented and discussed with the Borough's officers at the pre-application stage.

The key points/elements are as follows:

- Brick will be the primary cladding material. An indicative material palette has been presented and discussed with officers at pre-application stage. The colour and tone of brick will be complementary to bricks used across the site;
- The architectural composition of the building elevations will consist of a defined base, middle and top as a simple tripartite composition;
- The scale at ground floor is varied with areas of defensible space outside ground floor residential units;
- The top of buildings are articulated and provide strong rooflines, in a variety of roof profiles;
- The buildings emphasise vertical orientation and include features to ensure that the elevations are not unrelenting; and
- The base of the buildings generally has a two storey datum, particularly those frontages facing Station Plaza.

Car Parking

Condition 16 of the hybrid planning permission requires the level of residential parking to be forecast using car ownership demand and sets average spaces per dwelling for each phase.

The proposals incorporate a total of 548 parking spaces across Plots A, B C, and D. A single basement will be constructed under all four Blocks providing a substantial amount of car parking at basement level. The overall site-wide and Stage 2-wide car parking ratios will remain unchanged.

This application is supported by a Transport Statement Addendum prepared by WSP, which includes an updated car parking demand assessment. Although revisions to the dwelling mix and parking allocation has resulted in a negligible change in car parking demand, these will be accommodated in accordance with the approved site-wide car parking management strategy, as already approved under Condition 15, or the car parking strategy for Plots A, D, C and D.

The deficit in car parking provision compared to demand across the phase will be accommodated through provision of a temporary car park. Details of car parking allocation and the temporary car park will be agreed as part of a detailed car parking management plan for Phases 2D, 2E, 2F and 2G as required by Condition 15 of the hybrid planning permission. A subsequent discharge of condition application to discharge details of the car parking allocation will therefore be submitted by the Applicant.

Environmental Matters

This application is accompanied by an Environmental Statement Addendum, which provides an update on the environmental effects of the proposal to account for the deviations to the development parameters assessed in the original ES, as now proposed by this application. This ES Addendum has been prepared with reference to the Town and Country (Environmental Impact Assessment) Regulations 2011, as amended 2015.

This ES Addendum provides an update in planning policy for each technical topic, identifies where there is a material impact on the assessments presented in the August 2014 ES and presents revised assessments where necessary. The conclusions in this Addendum are summarised as follows:

- The conclusions of the 2014 ES remain valid with respect to socio-economics, traffic and transport, air quality, ground conditions and electronic interference.
- With regard to waste, the effects during demolition and construction remain negligible, however due to the redistribution of units within Blocks A, B, C and D, a revised Operational Waste Management Plan will be submitted to the Council separately in relation to Condition 37.
- The amendments to Blocks A, B, C and D are not identified to have any significant variations in terms of noise and vibration, therefore the findings of the previous environmental assessments remains valid.
- No significant changes to the baseline position have been identified in relation to cultural heritage effects and no specific mitigation is required.
- A recent ecological constraints survey identified that habitats present within the site in March 2018 were limited in extent and are of low biodiversity value. As such there are no significant changes to the findings of the previous ES.
- With respect to daylight and sunlight impacts, the RMA for A, B, C and D has been robustly tested and the assessment identifies changes to levels achieved at Agar House and Petri House, which are inhibited by the alcove design of the porch and the overhanging eaves. There are also additional changes to daylight levels at 2-4 Booth Road. Notwithstanding this, similar residual levels have been approved as part of the consented development, and therefore no mitigation measures are proposed.
- Wind levels across the site are similar to those presented in previous ES assessments. The wind levels reached at the proposed podium and rooftop amenity/biodiverse roofs are acceptable for the proposed uses, however the commercial podium between Cores B1 and B2

is one category windier than suitable. Wind mitigation measures are recommended to improve wind conditions on the Block B podium terrace.

The TVIA identifies that the proposed development would result in some minor enhancements to the composition of the Stage 2 development, however the magnitude of the changes will not alter the previously identified effects of the proposal on townscape character and visual amenity. There will be no adverse residual effects arising as a result of the proposed development.