

LOCATION: Former College Plot within the Former Colindale Hospital Site, Colindale Avenue, London, NW9 5DZ.

REFERENCE: H/00093/13 **Received:** 11 January 2013
Accepted: 11 January 2013

WARD: Colindale **Expiry:** 12 April 2013
Final
Revisions:

APPLICANT: Fairview New Homes Ltd

PROPOSAL: Full planning application for the erection of two buildings ranging from five to nine storeys in height comprising 242sqm of commercial floorspace (Classes A1, A2, A3, B1 and/or D1) on part ground floor and 157 residential flats (Class C3) on part ground and upper floors, together with associated access, car parking and landscaping.

PROPOSAL

This application relates to a plot of land within the former Colindale Hospital site. Colindale Hospital was made redundant in 1996 and fully closed in 2008. The plot of land to which this application relates was previously identified as a potential location for relocation of Barnet College from their present site on Grahame Park Way. However, the College are now pursuing an alternative location within Phase 1B of the Grahame Park Estate Regeneration. Fairview New Homes have therefore submitted a planning application for residential led mixed use development on the land in accordance with the wider development that is being constructed on the former Colindale Hospital site. As a result of the College not moving to the hospital site, Fairview are required under the existing section 106 agreement to pay the Council a contribution of £1.987million towards education provision in the area.

The application site is approximately 0.68ha in size and comprises of cleared land with some existing trees. The plot of land is located between an 8 storey block of flats to the north-west (part of the Colindale Hospital development) and the site of the approved 7 to 18 storey Aparthotel block to the south east. To the rear (north-east) the site is bounded by the northern line Underground Railway Line and the south-west Charcot Road. Aeroville (a Grade II Listed Building) is located on the other side of the railway line to the north-east.

The application proposes the erection of two buildings ranging from five storeys along the railway line up to nine storeys along Charcot Road comprising 242sqm of commercial floorspace (Classes A1, A2, A3, B1 and/or D1) on parts of the ground floors to each block and 157 residential flats (Class C3) on part ground and the upper floors, together with associated access, car parking and landscaping. The scheme includes the provision of 27 affordable homes (17.2% on unit numbers, 19.2% on habitable rooms).

The application completes the final phase of the redevelopment of the former Colindale Hospital and provides a significant element of high quality housing, including a high proportion (25%) of 3 bed family-size units.

BACKGROUND

Colindale is identified as an Opportunity Area for housing growth in the London Plan. The Council adopted the Colindale Area Action Plan (AAP) in March 2010. This provides a planning policy and design framework to guide and inform development in Colindale up to 2021.

The former Colindale Hospital site is identified in the adopted Colindale AAP as a key site for residential-led, mixed use development.

Planning permission was granted to Fairview New Homes in November 2009 (ref H/00342/09) following the completion of a S106 agreement, for the comprehensive residential-led redevelopment of the majority of the former Colindale Hospital site (4.4 hectares) for the following:

- Construction of 714 residential units comprising 697 flats and 17 houses. This includes the provision of 193 affordable homes which equates to 30% affordable housing by habitable rooms;
- Restoration of the listed Administration Building and its conversion to residential flats;
- Construction of a new Primary Care Trust facility of 1,132sq m;
- A 45sqm commercial unit (Use Class A1/A3);
- A site management office and Safer Neighbourhood Centre (Use Class B1/D1);
- Provision of a single Energy Centre and district Combined Heat and Power network to serve the whole development;
- New junction and altered access into the site from Colindale Avenue together with new Spine Road through the site to serve the development and existing neighbours including the NHS Blood and Transplant facility;
- New public and private open space, children's play space and communal courtyards and hard and soft landscaping; and
- Safeguarding of a plot for the potential relocation of Barnet College.

A separate application was approved at the same time as the main development on the hospital site for the redevelopment of Station House to create a transport interchange and public piazza outside Colindale tube station, together with a 305 bedroom, part six part 13 storey, aparthotel and other commercial uses (Ref: H/00343/09). The two applications were supported by a Masterplan to show how the two schemes would fit together as a comprehensive development of the site to deliver the key objectives of the Colindale AAP.

Planning permission was subsequently granted on 30 September 2010 to replace the PCT facility within Block A with alternative commercial uses (Classes A1, A2, A3, B1 and/or D1) on the ground floor and 12 residential units on the first and second floors, following a decision by the PCT that it did not need the accommodation (Ref: H/02041/10). A linked Unilateral Undertaking provided for Fairview New Homes to make a financial contribution towards meeting the cost of healthcare provision arising from the development.

Construction of the approved development at the Colindale Hospital site is now well advanced with the majority of the buildings completed and occupied. The Energy Centre has been installed and brought online. The restoration and conversion of the Listed former hospital administration building has been completed and the new public piazza next to

Colindale Tube Station has been laid out and opened along with a new bus layby and pelican crossing installed on Colindale Avenue.

In February 2012 planning permission (H/04541/11) was granted for the development of plots of land at the rear of the Colindale Hospital site including Birch Court and Willow Court; land previously identified for potential expansion of the NHS Blood and Transplant service; and Elysian House a mental health short stay care facility owned by the Barnet, Enfield and Haringey Mental Health Trust. The approved scheme comprises the construction of 240 new flats within three separate blocks ranging from four to seven storeys in height, together with associated car parking, landscaped public and private open space and a new public square designed as a continuation of the street and block layout of the approved development on the main Colindale Hospital site. The scheme will also provide a new pedestrian and cycle link into Montrose Park. Construction of this development has now begun on site.

SUMMARY OF PLANNING APPRAISAL

Principle of Development

The former Colindale Hospital site is identified in the Colindale AAP for residential development and other mixed uses around the Colindale Tube Station (Policy 4.1). The AAP also supports the relocation of Barnet College to a new purpose built building close to Colindale Station and recognises the former Colindale Hospital site as a potential site for it. The masterplan for the development of the former Colindale Hospital site identified a plot of land to be safeguarded for the College's relocation. Barnet and Southgate College are now pursuing alternative locations in Colindale and no longer require the site. NHS Barnet are not seeking to use this site for healthcare purposes. Therefore, the applicant has proposed a residential-led mixed use development in the vernacular of the wider development which has been constructed on the rest of the hospital site.

Given the Colindale AAP policy context promoting residential-led mixed use developments on the site, the proposed development of this plot as part of the wider masterplan for the Colindale Hospital development is considered acceptable.

Density and Mix

The residential density of the proposal is 199 units per hectare or 587 habitable rooms per hectare. This density exceeds the "typical" figure of 150 u/ph suggested in the CAAP. However this figure is provided as a guide and subject to compliance with other policies and standards, it is considered that sites such as this which are close to the underground station/transport interchange should optimise housing provision to reflect the sustainable location.

All of the proposed flats will meet or exceed the minimum internal space standards set out in the London Plan. The blocks are designed with reference to the London Housing Design Guidelines (GLA). A high proportion of the flats are dual aspect.

The proposed residential density is within the London Plan density range for an 'Urban' site with a PTAL rating of 4 and is considered to be appropriate having regard to the density of the approved development on the main Colindale Hospital site.

A mix of unit sizes are proposed including 39 three bed flats and maisonettes which is 25% of the total by unit number (34% by habitable rooms), together with 45% two bed (46% by habitable room) and 30% one bed (20% by habitable room) flats. All of the flats will meet or exceed the London Plan internal space standards. The development achieves a Building for

Life Score of 12 out of 20. All of the units will meet Lifetime Homes and 14 dedicated wheelchair flats will be provided.

27 of the proposed flats will be provided as affordable homes including 11 x 3 bed (5 person) flats which equates to 41% of the affordable provision exceeds which reflects the Mayor of London old target of 42% and the new target of 36% which is set out in the GLA's recently adopted Housing SPD. All of the affordable units will be provided for affordable rent to meet the Council's area of greatest demand.

Urban Design

The layout of the two proposed blocks and spaces seek to emphasise the two internal squares (Arrival Square and Central Square) and provide taller way finding/bookend buildings overlooking these squares. The bulk of the buildings is focussed towards these spaces and along Charcot Road. The buildings then step down in height towards the railway to respect the existing buildings to the north-west, including the Grade II listed Aeroville on the other side of the railway lines. The development has been carefully considered as an addition to the existing approved development on the former Hospital site. The buildings enclose new streets and new squares by providing active frontages with front doors and windows and commercial units at ground floor. The design of the buildings reflect the architectural style of the buildings already approved to provide quality contemporary architecture. The buildings are articulated with varying heights and stepped rooflines. The buildings will be finished in two tones of brick with elements of cladding and projecting balconies.

Amenity Space

The development includes a podium courtyard within block N1 and a communal garden at ground level between the two blocks which provides a setting for the retained mature Oak tree. Almost all flats have their own balcony or terrace with several of the first floor flats to block N1 having access to their own garden area within the podium level. The scheme provides adequate levels of private and communal amenity space in accordance with policies and standards.

Transport and Parking

The proposed access arrangements and highway impact have been subject to review and assessment by the Council's Traffic and Development Team and Transport for London who raise no objection. The resultant vehicles trips will be satisfactorily accommodated within the existing transport network. The current proposals would generate 127 and 58 fewer vehicle trips in the AM and PM peaks respectively when compared to the original proposal to provide a new college on the site as was envisaged in the original Colindale Hospital masterplan.

A total of 110 parking spaces are proposed which equates to 70% (0.7 spaces per unit) with cycle parking provided at a ratio of at least one per residential unit. This reflects the sites accessible location close to Colindale Tube Station and interchange, and is supported by a Travel Plan which includes a package of choice based measures including subsidised car club membership and travel vouchers worth £100 for each flat for subsidised travel on public transport. The level of car parking is the same as that approved for the main Colindale Hospital development and is consistent with the London Plan parking standards and the parking policies contained emerging Colindale AAP. The majority of the car parking (110 spaces) will be at ground floor level enclosed by a podium with the remainder sited within open landscaped parking areas.

Sustainability and Renewable Energy

The development has been designed to minimise its impact on the environment with a particular emphasis on using less energy. The development will deliver a carbon saving of 44% through efficient building design and connection to the Colindale Hospital Community Energy System and Energy Centre which has been constructed on the main Colindale Hospital development. The Energy Centre will provide heating and hot water via a centralised energy centre distributing heat through an underground heating pipe network. This is in accordance with the London Plan energy hierarchy and policies for carbon reduction.

All of the flats will be built to Code for Sustainable Homes Level 4 in accordance with the Colindale AAP policies with the commercial units achieving a BREEAM 'excellent' rating.

Key buildings will be fitted with green and brown roofs to improve biodiversity and help create a green corridor linking Montrose Park to Colindale. The proposed development also meets a number of sustainability objectives including making efficient use of brownfield land, improving and promoting public transport and promoting a mixed balanced community.

CIL Contributions

Based on the floorspace proposed, the development will generate a Barnet CIL contribution of approximately £1,460,295. This can be used towards the delivery of infrastructure identified in the Colindale AAP including transport infrastructure, education provision and healthcare provision. The proposed development would also be liable for a Mayoral CIL contribution of approximately £378,595.

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

RECOMMENDATION

Approve subject to:

Recommendation 1

The application being one of strategic importance and therefore referred to the Mayor of London and no direction being received to refuse the application or for the Mayor to act as the Local Planning Authority for the purpose of determining the application.

Recommendation 2

Subject to recommendation 1 above, the applicant and any other person having a requisite interest be invited to enter by way of an agreement into a planning obligation under Section 106 of the Town and Country Planning Act 1990 and any other legislation which is considered necessary for the purposes of seeking to secure the following:

- a. Legal Professional Costs Recovery
Paying the Council's legal and professional costs of preparing the Agreement and any other enabling arrangements;
- b. Enforceability
All obligations listed below to become enforceable in accordance with a timetable to be agreed in writing with the Local Planning Authority;
- c. Affordable Housing
Provision of 27 affordable rent housing units on the site as follows:
 - 4 x 1 bed, 2 person flats
 - 4 x 2 bed, 3 person flats
 - 1 x 2 bed, 3 person maisonette
 - 2 x 2 bed, 3 person wheelchair flats
 - 5 x 2 bed, 4 person flats
 - 9 x 3 bed, 5 person flats
 - 2 x 3 bed, 5 person maisonettes
- d. 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 the 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 commitments 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
- e. Apprenticeships
The applicant shall secure the provision of a minimum of 3 x Level 2 apprenticeships including costs of wages and training to be delivered in line with the National Apprenticeship Service Framework.

f. Travel Plan

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

- (i) Travel Plan for the main Colindale Hospital development approved under planning reference H/00342/09 ('Pulse') shall be extended, updated and resubmitted to encompass the development hereby approved;
- (ii) The Travel Plan shall link in with the Car Club provided on the main Colindale Hospital development approved under planning reference H/00342/09 and shall provide suitable dedicated car club parking spaces;
- (iii) Provision of £50 travel voucher for first occupiers of the units hereby approved towards travel by public transport within the London area (with a maximum of 2 per unit) up to a maximum cost of £15,700 to the applicant. The Travel Plan shall include a target that 50% of the units shall take up the travel vouchers within the first year of occupation;
- (iv) Provision of a total of £265 per unit (up to a maximum cost of £41,605 to the applicant) towards lifetime car club membership and associated car club usage comprising £165 lifetime membership for 1st occupiers which shall be transferable to the following occupant at no cost, and £100 free driving credit to the 1st applicant for each lifetime membership. The Travel Plan shall include an evidence based target for take up of the car club membership and driving credit;
- (v) Provision for five years of an annual workshop for the servicing and maintenance of bicycles in order to encourage occupiers to cycle more regularly;

g. Travel Plan Monitoring contribution

Payment of a financial contribution of £5,000 to the Council towards its costs in promoting more sustainable modes of transport and monitoring the travel plan that will be submitted for the development.

h. Other Requirements

The applicant shall provide quarterly to the Council an update report on progress of the development for all stages of development, construction and occupation.

Recommendation 3:

That upon completion of the agreement specified in Recommendation 2, the Acting Assistant Director of Planning and Development Management approve the planning application reference H/02796/11 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:

1. Approved Plans

The development hereby permitted shall be carried out in accordance with the following approved plans:

1205-010 Location Plan

1205-011 Site Plan

1205-100 Site: Ground Level Plan

1205-101 Site: Podium Level Plan

1205-109 Site: Roof Level Plan

1205-150 Site: Refuse Collection Plan

12-05-151 Refuse Stores

1205-200 Block N – Levels 00 + 01
1205-201 Block N – Levels 02 + 03
1205-202 Block N – Levels 04 + 05
1205-203 Block N – Levels 06 + 07
1205-204 Block N – Levels 08 + 09
1205-400 Site Street Section
1205-401 Section Through Aeroville
1205-402 Section Through Aeroville
1205-600 Bay Studies
1205-N-401 Block N Elevations
1205-N-402 Block N Elevations
1205-N-403 Block N1 Podium Elevations
FNH347 LS/39 Tree Survey Plan
FNH347 LS/40 Landscape Design Strategy

- Planning Statement
- Design and Access Statement including Refuse and Recycling Strategy (prepared by Amanda Reynolds Urbanism and John Pardey Architects)
- Cultural Heritage Desk Based Assessment (prepared by CGMS)
- Transport Assessment and Travel Plan (prepared by URS)
- Sustainability Statement including checklist and BREEAM / Code for
- Sustainable Homes Assessments (prepared by Think Three)
- Energy Strategy Statement (prepared by Think Three)
- Biodiversity Statement (prepared by Ecology Solutions)
- Tree Survey and Impact Appraisal (prepared by Mark Cooper Associates)
- Landscape Design Strategy (prepared by Mark Cooper Associates)
- Flood Risk Assessment and Drainage Strategy (prepared by URS)
- Foul Sewage and Utilities Assessment (prepared by URS)
- Noise Assessment (prepared by SKM Enviro)
- Air Quality Assessment (prepared by SKM Enviro)
- Daylight and Sunlight Assessment (prepared by CHP)
- Affordable Housing Statement (prepared by FNH) - submitted on a confidential basis
- Statement of Community Involvement (prepared by GKA Limited)

Reason:

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

2. Time Limit

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

Reason:

To comply with Section 51 of the Planning and Compulsory Purchase Act, 2004.

3. Commercial Units – initial use

Upon their first occupation, the commercial units on the ground floor of the buildings hereby approved as shown on plan 1205-100 P0 shall be occupied for uses falling within Class A1, A2, A3, B1, D1 of the Town and Country Planning (Use Classes) Order 1987 and for no other purpose.

Reason:

To enable flexibility for the first occupation of the commercial units hereby approved.

4. Commercial Units – restricted future changes use

Notwithstanding the potential initial uses that are permitted to occupy the commercial units on the ground floor of the buildings hereby approved as specified under condition 3 of this consent, following the first occupation and commencement of a use within each commercial unit, any subsequent change to an alternative use within those specified by this consent shall require the submission of a full planning application to the Local Planning Authority for express planning permission.

Reason:

To enable the Local Planning Authority to exercise control over future potential uses within the development to safeguard the amenities of occupiers of adjoining residential properties.

5. Details of Mechanical Plant for Supermarket

Prior to the first occupation of the Class A1/A2/A3/B1/D1 floorspace within the buildings hereby permitted, details of all mechanical plant associated with the selected use, including the proposed location for installation, shall be submitted to and approved by the Local Planning Authority. The development shall be implemented in accordance with the details as approved.

Reason:

To ensure that the development does not harm the amenities of the occupiers of neighbouring properties in accordance with policies GBEnv2, D1 and ENV12 of the Barnet UDP 2006 and policy 7.15 of the London Plan 2011.

6. Noise Report for Commercial Units

Prior to the first occupation of the A1/A2/A3/B1/D1 floorspace within the buildings hereby permitted, a noise report that assesses the likely noise impacts from all mechanical plant associated with the selected use shall be submitted to and approved in writing by the Local Planning Authority. The report shall clearly outline mitigation measures for the development to reduce these noise impacts to acceptable levels. It should include all calculations and baseline data, and be set out so that the Local Planning Authority can fully audit the report and critically analyse the contents and recommendations. The approved measures shall be implemented in their entirety before the selected use commences.

Reason:

To ensure that the development does not harm the amenities of the occupiers of neighbouring properties in accordance with policies GBEnv2, D1 and ENV12 of the Barnet UDP 2006 and policy 7.15 of the London Plan 2011.

7. Hours of Opening

The ground floor commercial units hereby permitted as shown on approved plan 1205-100 P0 shall not be open to customers before 7:30am or after 7pm from Monday to Saturday or before 10am or after 6pm on Sundays.

Reason:

To safeguard the amenities of occupiers of adjoining residential properties.

8. Levels

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.

9. Materials

Notwithstanding the details shown on the plans otherwise hereby approved, no development shall commence, other than ground works, site preparation or remediation, 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.

10. Architectural Details

Prior to the commencement of each phase of the development hereby approved as shown on approved Phasing Plan drawing reference 1016-251 (or any subsequent amendments to it that have been agreed in writing by the local planning authority) details of the following architectural elements shall be submitted to and agreed in writing by the Local Planning Authority. The development shall be implemented in accordance with the details as approved.

- balconies, balustrades and edge detail;
- roof coping;
- minimum of 170mm deep reveals to windows and recessed brickwork;
- depths of reveals where brickwork meets other cladding;
- location and design of rainwater goods.

Reason:

To ensure the delivery of high quality development and to safeguard the visual amenities of the locality 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.

11. Car Parking Spaces

Before the development hereby permitted is occupied the car parking spaces shown on approved plan 1205-100 P0 shall be provided in the development and shall not be used for any purpose other than the parking and turning of vehicles in connection with the development hereby approved.

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.

12. Electric Vehicle Charging Points

Before the development hereby permitted is occupied full details of the electric vehicle charging points to be installed in the development shall have been submitted to the Local Planning Authority and approved in writing. These details shall include provision for not less than 22 of the approved parking spaces to be provided with active electric vehicle charging facilities and 22 of the parking spaces to be provided with passive electric vehicle charging facilities. The development shall be implemented in full accordance with the approved details prior to first occupation and thereafter be maintained as such.

Reason:

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

13. Car Parking Strategy and Management Plan

Prior to the commencement of the development hereby approved a car parking management plan detailing the following shall be submitted to and approved in writing by the local planning authority:

- i. location and layout of car parking spaces,
- ii. the allocation of car parking spaces and any associated charges;
- iii. access details and ramp gradients;
- iv. gate details, controls and maintenance;
- v. facilities for charging electric vehicles comprising a minimum 20% active charging points and a further 20% passive charging points;
- vi. on site parking controls and charges;
- vii. the enforcement of unauthorised parking; and
- viii. disabled parking spaces.

The car parking spaces shall not thereafter be used for any purpose other than for the parking and turning of vehicles associated with the development. The parking management plan shall be implemented in accordance with the approved details before the buildings hereby permitted are occupied, and shall be maintained thereafter.

Reason:

To ensure that adequate parking is provided on the site and managed in line with the Council's standards in the interests of pedestrian and highway safety, to ensure the free flow of traffic to and from the National Health Blood and Transplant site in accordance with policies CS9 and DM17 of the Barnet Local Plan and policy 6.13 of the London Plan.

14. Cycle Parking

Before the first occupation of the development hereby approved details showing suitable on-site parking and storage facilities for cycles 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 before the development is occupied and be permanently retained as such thereafter.

Reason:

In the interests of promoting cycling as a mode of transport in accordance with Policies CS9 and DM17 of the Barnet Local Plan and Policy 6.13 of the London Plan.

15. Refuse and Recycling Details

Notwithstanding the details submitted with the application, before the development hereby permitted is brought into use or occupied details of the following shall be submitted to and approved in writing by the Local Planning Authority:

- i. enclosures and screened facilities for the storage of recycling containers and wheeled refuse bins and/or other refuse storage containers where applicable;
- ii. a satisfactory point of collection; and
- iii. details of any collection arrangements.

The development shall be implemented and the refuse and recycling facilities provided fully in accordance with the approved details before the development is occupied and the development shall be managed in accordance with the approved details.

Reason:

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

16. Waiver of Liability and Indemnity Agreement

Prior to the occupation of the development hereby approved, a Waiver of Liability and Indemnity Agreement in relation to the non-adopted roads within the development 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 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.

17. Travel Plan

3 months prior to the occupation of the residential units hereby approved, a strategic level residential Travel Plan that meets the requirements of the Transport for London document 'Travel planning for new development in London' and is ATTrBuTE and TRAVL compliant shall be submitted and approved by the Local Planning Authority. This should include the appointment of a Travel Plan Champion. The Travel plan should be reviewed in accordance with Transport for London's 'standardised approach to monitoring'.

Reason:

To encourage the use of sustainable forms of transport to the site 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.

18. Hours of Construction

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

19. Demolition and Construction Management Plan

No site works or works on this development including demolition or construction work shall commence until a Demolition and Construction Management Plan has been 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 Plan submitted shall include, but not be limited to, the following information:

- i. details of the routing of demolition and construction vehicles to the site and access and egress arrangements within the site;
- ii. details of how 24 hour access will be maintained to the NHS Blood and Transplant site;
- iii. site preparation, demolition and construction stages of the development;
- iv. 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;
- v. details showing how all vehicles associated with the demolition and construction works are properly washed and cleaned to prevent the passage to mud and dirt onto the adjoining highway;
- vi. the methods to be used and the measures to be undertaken to control the emission of dust, noise and vibration arising from demolition and construction works;
- vii. 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;
- viii. noise mitigation measures for all plant and processors;
- ix. details of contractors compound and car parking arrangements;
- x. Details of interim car parking management arrangements for the duration of demolition and construction stages;
- xi. Details of a community liaison contact for the duration of all works associated with the development.

Reason:

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

20. Deliveries and Servicing Plan

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

Reason:

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

21. Contaminated Land Part 1

Before development commences other than for investigative work:

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

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

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

Reason:

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

22. Contaminated Land Part 2

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

Reason:

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

23. Sound Insulation

Prior to the commencement of the development a full scheme of the measures to be incorporated in the development to mitigate the impact of noise on the occupiers of the residential units from external road and rail traffic as well as internally generated noise from the proposed commercial units on the ground floor of blocks N1 and N2, and any other relevant sources of noise, shall be submitted to the Local Planning Authority and approved in writing. The scheme of measures submitted shall ensure that the levels of noise as measured within habitable rooms of the new dwellings hereby approved shall be no higher than 35dB(A) from 7am to 11pm and 30dB(A) in bedrooms from 11pm to 7am and the submission made shall include sufficient details and information to adequately demonstrate how these standards would be met. It shall include all calculations and baseline data, and be set out so that the Local Planning Authority can fully audit the report and critically analyse the contents and recommendations. The development shall be implemented in full accordance with the approved scheme of noise mitigation measures in its entirety before the first occupation of the development.

Reason:

To ensure that the amenities of the occupiers of the development are not prejudiced by noise and to accord with policies DM04 of the Barnet Local Plan and 7.15 of the London Plan.

24. Extraction and Ventilation Equipment Details

Before the development hereby permitted commences on site, details of all extraction and ventilation equipment to be installed in the development shall be submitted to and approved by the Local Planning Authority. The approved details shall be implemented in accordance with the approved details before the first occupation of the site.

Reason:

To ensure that the proposed development does not prejudice the enjoyment or amenities of occupiers of adjoining residential properties in accordance with policies DM04 of the Barnet Local Plan and 7.15 of the London Plan.

25. Noise from Site Plant

The level of noise emitted from the plant installed as part of the development hereby approved shall meet a Rating level of at least 5dB(A) below the background level (in accordance with BS4142), as measured from any point 1 metre outside the window of any room of any noise sensitive 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 noise sensitive room of any 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 Barnet Local Plan and 7.15 of the London Plan

26. Acoustic Fencing

A scheme for acoustic fencing along the perimeter boundary facing the Northern Line Underground rail network shall be submitted in writing and approved by the Local Planning Authority prior to the commencement of the development hereby approved. This scheme shall be fully implemented before the occupation of the first residential unit.

Reason:

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

27. Vibration from rail traffic

Prior to the commencement of the development hereby approved a scheme for protecting the proposed development from vibration, shall be submitted to and approved by the Local Planning Authority. The vibration protection scheme shall include such combination of land separation, vibration control techniques and other measures, as maybe be approved by the Local Planning Authority, in the light of current guidance on vibration levels. The said scheme shall include such secure provision as will ensure that it endures for so long as the development is available for use and that any and all constituents parts are repaired and maintained and replaced in whole or in part so often as occasion may require. The approved mitigation scheme shall be implemented in its entirety for each phase before any of the units in that phase are occupied.

Reason:

To ensure that the amenities of occupiers are not prejudiced by rail traffic vibration in the immediate surroundings.

28. Tree Protective Fencing

Prior to the commencement of the development hereby approved, temporary fencing shall be erected around existing trees which are to be retained in accordance with details to be submitted agreed in writing by the Local Planning Authority. These details shall include protection to any retained tree outside of the site boundary that may be affected by construction access and associated works. The details shall conform with BS 5837:2005 Trees in Relation to Construction. This fencing shall remain in position until after the development works are completed and no material or soil shall be stored within these fenced areas.

Reason:

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

29. Services in Relation to Trees

Prior to the commencement of the development hereby approved details of the location, extent and depth of all excavations for drainage and other services in relation to trees within that phase shall be submitted and approved by the Local Planning Authority and the development carried out in accordance with such approval.

Reason:

To safeguard the health of existing tree(s) which represent an important amenity feature in accordance with policies DM01 of the Adopted Barnet Development

Management Policies DPD (2012) and CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012) and 7.21 of the London Plan 2011.

30. Method Statement – Trees

Prior to the commencement of the development hereby a method statement detailing precautions to minimise damage to trees to be retained in accordance with Section 7 of British Standard BS5837: 2005 *Trees in relation to construction - Recommendations* shall be submitted to and approved in writing by the LPA and the development shall be carried out in accordance with such approval.

Reason:

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

31. Tree Works – Detailed Specification

Prior to the commencement of a detailed tree felling / pruning specification has been submitted to and approved in writing by the local planning authority and all tree felling and pruning works shall be carried out in full accordance with the approved specification and the British Standard 3998: 1989 *Recommendation for Tree Works* (or as amended).

Reason:

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

32. Landscaping - Details

Notwithstanding the details submitted and otherwise hereby approved, prior to the commencement of the development or any site works, a detailed scheme of hard and soft landscaping shall be submitted to and approved in writing by the Local Planning Authority. The details of landscaping 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 and brown roofs, green walls and other soft landscaped structures, including proposed species, plant sizes and planting densities;
- means of planting, staking and tying of trees, including tree guards, and a detailed landscape maintenance schedule for regular pruning, watering and fertiliser use;
- existing site contours and any proposed alterations to these such as earth mounding;
- Details and specifications of all play features to be included within the landscaped areas.
- details of all proposed hard landscape works, including proposed materials, samples and details of special techniques to minimise damage to retained trees 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.

33. Landscaping - Implementation

All work comprised in the approved scheme of hard and soft landscaping (submitted under condition 24) 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.

34. Landscaping - Maintenance

Any existing tree or hedge shown to be retained or trees, hedges or shrubs to be planted as part of the approved landscaping scheme (submitted under condition 24) 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.

35. Play Space Details

Notwithstanding the details shown on the plans otherwise hereby approved, prior to the first occupation of the development a scheme detailing all play equipment to be installed in the communal amenity space on the site 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.

Reason:

To ensure that the development represents high quality design and to accord with policies DM01 and MM04 of the Barnet Local Plan and policy 3.6 of the London Plan.

36. Ecological Mitigation and Management Plan

Prior to the commencement of the development hereby approved, details comprising a scheme of measures to enhance and promote biodiversity at the site as redeveloped shall be submitted the Local Planning Authority and approved in writing. 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.

37. Lifetime Homes

All 230 of the new residential units (use class C3) within the development hereby approved shall be constructed to meet and achieve the 'Lifetime Homes' standard and retained thereafter. A minimum of 10% of the 157 residential units within the development shall be built to wheelchair housing standard or accessible to this standard, as shown on the approved plans.

Reason:

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

38. Code for sustainable homes

The 157 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). Prior to occupation of the first residential unit a Code for Sustainable Homes Pre-Assessment shall be submitted to and approved in writing by the the Local Planning Authority to demonstrate that Code 4 is achievable for the units within that phase. As soon as practicable, the Final Code Certificate certifying that Code Level 4 has been achieved for the units in that phase shall be submitted to and approved by the local planning authority.

Reason:

To ensure that the development is sustainable and in accordance with policies DM01 and DM02 of the Barnet Local Plan, policies 5.2 and 5.3 of the London Plan and policy 6.3 of the Colindale AAP.

39. BREEAM Excellent for Commercial

The non-residential floorspace within the development hereby approved shall all be constructed to achieve not less than BREEAM rating of Excellent (or the equivalent standard in such measure of sustainability for commercial floorspace which may replace that scheme). The non-residential floorspace shall not be occupied until formal certification has been issued confirming that BREEAM Excellent has been achieved and this certification has been submitted to the Local Planning Authority.

Reason:

To ensure that the development is sustainable and in accordance with policies DM01 and DM02 of the Barnet Local Plan and policies 5.2 and 5.3 of the London Plan

40. Energy Centre

All of the residential units hereby approved shall be connected to the Colindale Energy Centre and district heat network. Prior to the occupation of the development details demonstrating that the buildings within that phase have been connected to the Colindale Energy Centre and district heating network shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details.

Reason:

To ensure that the development is sustainable in accordance with policies DM01 and DM02 of the Barnet Local Plan, policy 6.2 of the Colindale AAP and policy 5.6 of the London Plan (2011).

41. Drainage Strategy

The development hereby permitted shall not commence until a drainage strategy detailing any on and/or off site drainage works has been submitted to and approved by the local planning authority in consultation with the sewage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed.

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.

42. Flood Risk Assessment

The development permitted by this planning permission shall only be carried out in accordance with the approved Colindale Hospital Phase 3 Flood Risk Assessment and Drainage Strategy dated December 2012 by URS and the following mitigation measures detailed within the FRA:

- 1) Limiting surface water run-off to Greenfield run-off rates for all events up to and including the 1 in 100 year storm event, with an allowance for climate change.
- 2) Provision of on-site surface water storage to accommodate the critical duration 1 in 100 year storm event, with an allowance for climate change.
- 3) Surface water storage to be achieved using sustainable drainage techniques including green roofs and permeable paving.

Reason:

To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site; to prevent flooding elsewhere by ensuring that sufficient storage of surface flood water is provided; and to ensure surface water flood storage is achieved with appropriate sustainable drainage techniques in accordance with policy 5.12 of the London Plan 2011 and policy 6.4 of the Colindale AAP.

43. Piling

Piling using penetrative methods shall not be permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason:

To protect controlled waters (Lambeth Aquifer and Chalk Aquifer, particularly if deep piling is proposed) by prevent to create a pathway for contamination to reach the Aquifer.

44. Water meters

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

Reason:

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

45. Water Efficient Fittings

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

Reason:

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

INFORMATIVES:

1. Reasons For Approval

In accordance with Article 31 of the Town and Country Planning (Development Management Procedure) Order 2010, this informative summarises the local planning authority's reasons for granting planning permission for this development and the relevant development plan policies taken into account in this decision.

In summary, the Local Planning Authority considers that the proposed development should be permitted for the following reasons:

The proposals will complete the comprehensive redevelopment of the former Colindale hospital site and will deliver new high quality housing on a key site identified in the adopted Colindale Area Action Plan, Barnet Three Strands Approach and the London Plan (2011). It is considered that the proposed development to provide new residential dwellings that show a high quality design approach, relate acceptably to their neighbouring properties, are in keeping with the character of the area, do not cause any unacceptable harm to the amenities of the neighbouring properties and would provide their future occupiers with an acceptable standard of accommodation is considered to accord with policies that seek to optimise the use of sites such as this. The scheme is proposed at an appropriate density having regard to the London Plan Density Matrix and PTAL rating for the site.

The application includes a number of measures to achieve a good standard in respect of sustainable design and construction. The new dwellings would all meet Code for Sustainable Homes Level 4.

The scheme provides an appropriate level of car parking on site for the number and type of new dwellings proposed and the location close to Colindale Tube Station and interchange. The scheme has been designed to provide appropriate and safe access for all users and would not result in any significant harm to the local road network.

The landscaping proposed for the site is considered to include an adequate balance of hard and soft surfaces, provides an appropriate setting for the buildings proposed and includes the planting of new trees. The development would result in the removal of some existing trees from the site. However key mature trees have will be retained and it is considered that the replacement planting proposed provides adequate mitigation for the trees which would be lost in this instance.

A number of conditions and planning obligations have been recommended to ensure that the development achieves a suitable quality of residential 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. These are appropriate contributions in accordance with Regulation 122 of the Community Infrastructure Levy Regulations 2010.

The application is found to propose a positive development that would comply with the relevant policies in the development plan and provides high quality new residential dwellings. As such it is considered that there are material planning considerations which justify the grant of planning permission.

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 and agent 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.

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:

Barnet Core Strategy 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)
- CS10 (Enabling inclusive and integrated community facilities and uses)
- CS11 (Improving health and well being in Barnet)
- CS12 (Making Barnet a safer place)
- CS13 (Ensuring the efficient use of natural resources)
- CS14 (Dealing with our waste)
- CS15 (Delivering the Core Strategy)

Barnet Development Management Policies 2012:

- DM01 (Protecting Barnet's character and amenity)
- DM02 (Development standards)
- DM03 (Accessibility and inclusive design)
- DM04 (Environmental considerations for development)
- DM08 (Ensuring a variety of sizes of new homes to meet housing need)
- DM10 (Affordable housing contributions)
- DM14 (New and existing employment space)
- 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); and 2.18 (Green Infrastructure: the Network of Open and Green Spaces)

London's People:

3.1 (Ensuring Equal Life Chances for All); 3.2 (Improving Health and Addressing Health Inequalities); 3.3 (Increasing Housing Supply); 3.4 (Optimising Housing Potential); 3.5 (Quality and Design of Housing Developments); 3.6 (Children and Young People's Play and Informal Recreation Facilities); 3.8 (Housing Choice); 3.9 (Mixed and Balanced Communities); 3.10 (Definition of Affordable Housing); 3.11 (Affordable Housing Targets); 3.12 (Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes); 3.13 (Affordable Housing Thresholds); and 3.16 (Protection and Enhancement of Social Infrastructure)

London's Response to Climate Change:

5.1 (Climate Change Mitigation); 5.2 (Minimising Carbon Dioxide Emissions); 5.3 (Sustainable Design and Construction); 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); 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); 6.9 (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 (Building London's Neighbourhoods and Communities); 7.2 (Inclusive Environment); 7.3 (Designing Out Crime); 7.4 (Local Character); 7.5 (Public Realm); 7.6 (Architecture); 7.8 (Heritage Assets and Archaeology); 7.13 (Safety, Security and Resilience to Emergency); 7.14 (Improving Air Quality); 7.15 (Reducing Noise); 7.19 (Biodiversity and Access to Nature); and 7.21 (Trees and Woodlands)

Implementation, Monitoring and Review:

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

2. Contaminated Land

In complying with the contaminated land condition parts 1 and 2:

a) Reference should be made at all stages to appropriate current guidance and codes of practice at August 2012 this would include:

- 1) The Environment Agency CLR model procedures;
- 2) BS10175:2011 Investigation of potentially contaminated sites – Code of Practice;
- 3) The Environment Agency "Guiding principles for land contamination (GPLC)"; and
- 4) Guidance for the safe development of housing on land affected by contamination, Environment Agency R&D Publication 66:2008.

b) Clear site maps should be included in the reports showing previous and future layouts of the site, potential sources of contamination, the locations of all sampling points, the pattern of contamination on site, and to illustrate the remediation strategy.

c) All raw data should be provided in a form that can be easily audited and assessed by the council (e.g. trial pit logs and complete laboratory analysis reports).

d) Details as to reasoning, how conclusions were arrived at and an explanation of the decisions made should be included. (e.g. the reasons for the choice of sampling locations and depths).

3. Acoustic Consultant

You are advised to engage a qualified acoustic consultant to advise on the scheme, including the specifications of any materials, construction, fittings and equipment necessary to achieve satisfactory internal noise levels in this location.

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

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

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

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

4. Drainage

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.

5. Traffic Sensitive Roads

The applicant is advised that Colindale Avenue is a Traffic Sensitive Road; deliveries during the construction period should not take place between 8.00 am-9.30 am and 4.30 pm-6.30 pm Monday to Friday. Careful consideration must also be given to the optimum route(s) for construction traffic and the Highways Manager should be consulted in this

respect.

6. Community Infrastructure Levy

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 £378,595 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 therefore been assessed at this time as liable for a £1,460,295 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.

If affordable housing or charitable relief applies to your development 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 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.

1. MATERIAL CONSIDERATIONS

1.1 Key Relevant Planning Policy

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). 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); and 2.18 (Green Infrastructure: the Network of Open and Green Spaces)

London's People:

3.1 (Ensuring Equal Life Chances for All); 3.2 (Improving Health and Addressing Health Inequalities); 3.3 (Increasing Housing Supply); 3.4 (Optimising Housing Potential); 3.5 (Quality and Design of Housing Developments); 3.6 (Children and Young People's Play and Informal Recreation Facilities); 3.8 (Housing Choice); 3.9 (Mixed and Balanced Communities); 3.10 (Definition of Affordable Housing); 3.11 (Affordable Housing Targets); 3.12 (Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes); 3.13 (Affordable Housing Thresholds); and 3.16 (Protection and Enhancement of Social Infrastructure)

London's Economy:

4.1 (Developing London's Economy); 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); 5.6 (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); and 5.21 (Contaminated Land)

London's Transport:

6.1 (Strategic Approach); 6.2 (Providing Public Transport Capacity and Safeguarding Land for Transport); 6.3 (Assessing Effects of Development on Transport Capacity); 6.4 (Enhancing London's Transport Connectivity); 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 (Building London's Neighbourhoods and Communities); 7.2 (Inclusive Environment); 7.3 (Designing Out Crime); 7.4 (Local Character); 7.5 (Public Realm); 7.6 (Architecture); 7.8 (Heritage Assets and Archaeology); 7.13 (Safety, Security and Resilience to Emergency); 7.14 (Improving Air Quality); 7.15 (Reducing Noise); 7.19 (Biodiversity and Access to Nature); and 7.21 (Trees and Woodlands)

Implementation, Monitoring and Review:

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

Barnet Local Plan

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

Core Strategy (Adopted 2012):

CS NPPF (National Planning Policy Framework – Presumption in favour of sustainable development)

CS1 (Barnet's Place Shaping Strategy – Protection, enhancement and consolidated growth – The three strands approach)

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)

CS10 (Enabling inclusive and integrated community facilities and uses)

CS11 (Improving health and well being in Barnet)

CS12 (Making Barnet a safer place)

CS13 (Ensuring the efficient use of natural resources)

CS14 (Dealing with our waste)

CS15 (Delivering the Core Strategy)

Development Management Policies (Adopted 2012):

DM01 (Protecting Barnet's character and amenity)

DM02 (Development standards)

DM03 (Accessibility and inclusive design)

DM04 (Environmental considerations for development)

DM06 (Barnet's Heritage and Conservation)

DM08 (Ensuring a variety of sizes of new homes to meet housing need)
DM10 (Affordable housing contributions)
DM14 (New and existing employment space)
DM15 (Green belt and open spaces)
DM16 (Biodiversity)
DM17 (Travel impact and parking standards)

Supplementary Planning Guidance and Documents

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

- Sustainable Design and Construction (April 2013)
- Residential Design Guidance (April 2013)
- Planning Obligations (April 2013)
- Affordable Housing (February 2007)

Strategic Supplementary Planning Documents and Guidance:

- Accessible London: Achieving an Inclusive Environment (April 2004)
- Sustainable Design and Construction (May 2006)
- Health Issues in Planning (June 2007)
- Wheelchair Accessible Housing (September 2007)
- Planning for Equality and Diversity in London (October 2007)
- All London Green Grid (March 2012)
- Shaping Neighbourhoods: Play and Informal Recreation (September 2012)
- Land for Industry and Transport SPG (September 2012)
- Housing (November 2012)

National Planning Policy Framework

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.

The NPPF seeks to significantly boost the supply of market and affordable housing (para 47); encourages good design to make places better for people (para 56) and sustain and enhance the significance of heritage assets (para 126); and encourages mitigation of climate change through low carbon and decentralised energy (paras 93-97).

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 1 of this report.

The Three Strands Approach

In November 2004 the Council approved its "Three Strands Approach", setting out a vision and direction for future development, regeneration and planning within the Borough. A second edition of the document was published in 2008.

The approach, which is based around the three strands of Protection, Enhancement and Growth, will protect Barnet's high quality suburbs and deliver new housing and successful sustainable communities whilst protecting employment opportunities. The third strand 'Growth' responds to Barnet's significant growth potential and sets out how and where sustainable strategic growth, successful regeneration and higher density can take place across the borough.

The Three Strands Approach establishes Colindale as one of three strategic opportunity areas for high quality sustainable growth within Barnet where 10,000 new homes are expected to be delivered.

Colindale Area Action Plan (AAP)

The Colindale AAP was adopted in March 2010. This provides a planning policy and design framework to guide and inform the development and regeneration of Colindale up to 2021 in response to the London Plan's designation as an Opportunity Area.

The AAP outlines four character areas, the "Corridors of Change", which contain specific development policy objectives for redevelopment. It also identifies a number of key infrastructure improvements needed to support the delivery of growth in Colindale.

The former Colindale Hospital is within the Colindale Avenue Corridor of Change and is identified as a key development site which is appropriate for residential-led development. Colindale AAP Policy 4.1 sets out the following requirements for development in Colindale Avenue Corridor of Change:

- Develop a dynamic new public transport interchange and associated pedestrian piazzas on Colindale Hospital/Station House site, British Library site and Peel Centre West site;
- Provide a sustainable mix of uses to create a new, vibrant neighbourhood centre for Colindale, with a range of retail and commercial provision, education, health and other community uses;
- Provide a sustainable and walkable neighbourhood centre including convenience food store provision of up to 2,500sqm supported by a range of associated shops and services to meet local needs;
- Improve the quality of and access to Montrose Park;
- Provide a new focus of sustainable higher density living with a range of unit sizes, types and tenures, with a typical residential density of approximately 150 dw/ha;
- Provide safe, direct, legible and attractive pedestrian and cycle routes to and from the centre;
- Transform Colindale Avenue into an elegant, high quality urban route, attractively landscaped and lined by buildings of the highest architectural standards;
- Provide a package of transport improvements, in accordance with Policy 3.1, to create a more connected and legible Colindale and manage levels of congestion;
- Support the relocation of Barnet College to a new purpose built building close to Colindale Station;

In the Colindale Avenue Corridor of Change, between 2007 and 2021, approximately 2,370 new homes are expected to be developed and 200 new jobs generated.

Other policies relate to high quality urban design (policy 5.1), building heights (policy 5.3), open space provision (policy 5.6), play space provision (policy 5.7), energy (policies 6.1 and 6.2), sustainable buildings (policy 6.3), drainage (policy 6.5), residential mix and density (policy 7.1), healthcare provision (policy 7.3), retail provision (policy 7.4), new jobs (policy 7.5) and education provision (policy 7.6).

The adopted Colindale AAP is a material consideration, under Section 38(6) of the Planning and Compensation Act 2004, in the determination of any planning applications for sites within the AAP area.

1.2 Relevant Planning History

Application Ref.	Address	Description of Development	Decision and Date
W01208AA/01	Colindale Hospital, Colindale Avenue, London NW9 5HG	Construction of three-storey residential care unit, access and car parking in the north eastern corner of the site.	APPROVED 11/05/2001
H/01159/08	Colindale Hospital, Colindale Avenue, London NW9 5HG	Demolition of curtilage buildings to Listed Hospital Administration Block.	APPROVED 02/12/2008
H/00395/09	Colindale Hospital, Colindale Avenue, London NW9 5HG	Enabling works application for the provision of new site access, spine road with footpaths, emergency access to the health protection agency together with associated sub-surface infrastructure.	APPROVED 03/06/2009
H/00342/09	Colindale Hospital, Colindale Avenue, London NW9 5HG	Redevelopment of the former Colindale Hospital to include the erection of 714 residential units including the change of use and conversion of the listed former Administration building to residential, a new primary care trust facility (Use Class D1) of 1,132sqm, commercial units (Use Class A1/A2//A3/B1) and site management office (Use Class D1/B1), together with access roads, car parking and cycle parking, new public and private open space, children's play space and landscaping. Application includes the submission of an Environmental Statement.	APPROVED 20/11/2009 following completion of Section 106 Agreement
H/00343/09	Land at Station House	The demolition of Station	APPROVED

	and part of Colindale Hospital, Colindale Avenue, London, NW9 5HG	House and construction of a 293 bed, part 6, part 13 storey Aparthotel of up to 8965sqm, together with a 369sqm restaurant (Use Class A3) and three ground floor commercial units (Use Class A1/A2/A3) totalling 780sqm with associated access, car parking and landscaping, retention of and alterations to the Colindale Underground station building and the provision of a new public square and a transport interchange incorporating bus stops, taxi rank and associated landscaping.	20/11/2009 following completion of Section 106 Agreement
H/01594/10	Former Colindale Hospital, Colindale Avenue, London NW9 5HG	Environmental Impact Assessment - Scoping Opinion	Scope Opinion Agreed 15/09/2010
H/02041/10	Former Colindale Hospital, Colindale Avenue, London NW9 5HG	Amendment to a building in the course of construction in accordance with planning permission H/00342/09 comprising the replacement of the approved PCT facility with floorspace on the ground floor for a use within Class A1, A2, A3, B1 or D1 of the 1995 Use Classes Order (as amended) and 12 residential units on first and second floors. Minor alterations to elevations.	APPROVED 30/09/2010
H/03864/11	Development Site Formerly Known As Colindale Hospital, Colindale Avenue, London (including Elysian House, Birch Court and Willow Court, Colindale Avenue, NW9)	Environmental Impact Assessment - Screening Opinion	Environmental Statement not required 17/10/2011
H/04605/12	Development Site Formerly Known As Colindale Hospital, Colindale Avenue, London (including	Environmental Impact Assessment - Screening Opinion	Environmental Statement not required 21/12/2012

	Elysian House, Birch Court and Willow Court, Colindale Avenue, NW9)		
H/04541/11	Land at the rear of the former Colindale Hospital Site comprising former NHSBT expansion site, Birch Court, Willow Court and Elysian House, Colindale Avenue, London NW9 5DZ	Demolition of existing buildings and construction of 240 flats within three separate blocks ranging from four to seven storeys in height, together with associated car parking, landscaped public and private open space and new public square.	APPROVED 29/03/2012

1.3 Pre-Application Consultation

A Statement of Community Consultation has been submitted with the application. This outlines how the applicant has undertaken their own consultation with the local community in Colindale.

A consultation letter was issued to 253 addresses within the consultation area (as marked in red within the submitted statement of Community Involvement document) on the 28th November 2012. The letter provided details of the new application, together with an explanation of how it compares to the previous outline application for the site. The letter asks recipients for their comments on the proposals and included contact details for the agent.

Letters were issued to the Chair of the Aeroville Residents Association and local ward Councillors.

Hallmark Estates, NHS and NHS Blood and Transplant (NHSBT) were also advised of the new proposal.

1.4 Public Consultation and Views Expressed

A total of 1620 local residents and businesses were consulted by letters on the 23rd November 2011. A site notice was displayed on the 24th November 2011. Statutory bodies were also consulted.

Neighbours Consulted: 851
Neighbours Wishing To Speak 3

Replies: 18
18 in objection

Comments from Residents

The representations received have been grouped by topic and are summarised below. A brief officer response is provided and all issues are fully addressed in the Planning Appraisal section of this report.

Highways, Transport and Parking

- There is already a huge effect on local traffic,
- More flats will bring more congestion and disruption to an already busy area
- Effect on access
- Parking is insufficient at less than 1:1 car parking spaces
- Parking problems associated with the Pulse development - shortage of parking spaces and issues arising from the pressure from the parking shortage
- Traffic and parking is already causing a problem and not all the flats are fully occupied yet
- More flats will mean nowhere to park
- Overcrowded public transport and lack of transport infrastructure in place to support the development and not in line with the aspirations of the Colindale AAP

Officer Response:

- *The Transport Assessment for the application has been reviewed by the Council's Highways Officers and demonstrates that the impact of the proposed development is unlikely to result in any significant detrimental impact on the flow of traffic to the local highway network or highway safety. The proposed development would have fewer associated trips when compared to the potential trips generated from a 17,000sqm college facility. The junction and access arrangements have been designed to accommodate the level of traffic associated with the scheme.*
- *Given the proximity of the site to Colindale Underground Station and bus services on scheme to encourage the use of other means of transport to the car, the existing CPZ and it's proposed extension in the local area, the proposed car parking provision of 0.7 spaces per unit is sufficient and accords with London Plan and Colindale AAP policy.*
- *Car parking within the Pulse development is subject to a Parking Strategy and Management Colindale Avenue, and in view of the Travel Plan initiatives that will be secured for the Plan. Parking is now being monitored and enforced.*

Local Facilities

- Lack of infrastructure (schools, recreation facilities, community facilities, doctors) to support this development

Officer Response:

- *This application will deliver a Barnet CIL contribution of £1,460,295. This can be used towards delivering infrastructure identified in the Colindale AAP including highway improvements and transport, education and health facilities to service the growing community. Furthermore, as a result of Barnet and Southgate College not relocating to the former hospital site, a contribution of £1.9million will be made by the developer towards education provision in the area. The application is considered to satisfactorily mitigate the impact of the proposed development.*

Neighbouring Amenities

- Increase in units on the site
- Density and over development of the site
- Unsustainable increase in population
- Impact on neighbouring properties, both within the Colindale Hospital development and surrounding properties to the north-east and east, with regards to loss of light, privacy and overlooking given the scale and height of the proposed buildings
- The development will be overbearing on surrounding residential properties
- The development will result in noise and disturbance

Officer Response:

- *The Colindale Area Action Plan (2010) identifies the former Colindale Hospital site and land around Colindale Tube Station for residential-led, mixed use development as part of the target to deliver 10,000 new homes in the Colindale Opportunity Area. The proposed residential density is considered to be appropriate having regard to the accessible location, the density of the approved development on the main Colindale Hospital site, the London Plan density Matrix and Colindale AAP Policy 4.1. All of the proposed flats will meet or exceed the minimum internal space standards set out in Table 3.3 in the London Plan. The blocks are designed with reference to the London Housing Design Guidelines (GLA). A high proportion of the flats are dual aspect.*
- *The height and siting of the new buildings have been designed to step down towards the residential properties to the north-east and east and are angled to prevent direct views towards these properties. There is considered to be adequate separation distances between the proposed buildings and the habitable rooms of neighbouring properties to ensure that the privacy of neighbouring occupiers is not unacceptably impacted upon. The scale and separation are also considered sufficient to ensure that the proposed development is not overbearing in relation to outlook from the existing properties.*
- *A Daylight and Sunlight Assessment has been submitted with the application. The report concludes that 78% of the neighbouring windows assessed achieve VSC of greater than 27% or will experience a nonmaterial loss of less than 20%. Importantly, all rooms, except one in the neighbouring building (Block L) within the Pulse development, achieve or exceed the recommended minimum levels of ADF. The room which fails already does so at the present time and so the proposed development would not worsen this. The report also assesses the impact on 3-10 Aeroville, 1-12, 13-24 and 25-30 Curie Gardens. These properties are located to the north-east and east of the site on the other side of the railway. The report demonstrates that all windows serving habitable rooms within these properties will achieve a VSC of greater than 27% or 0.8 times the existing value following the implementation of the proposals. The proposals will therefore achieve the VSC tests and the BRE Guidelines are met and it is shown that the proposed development would not result in detrimental loss of sunlight or daylight to neighbouring properties.*
- *The proposed uses are compatible with the land use character of the area and in accordance with the aspirations of the Colindale AAP and are not considered to be uses that will result in increased noise and disturbance to existing properties. The application has been reviewed by the Council's Environmental Health Department in this regard and, subject to the imposition of conditions relating to noise from plant and equipment, are satisfied with the proposals.*

Design and Heritage

- Out of scale with the appearance of the buildings in the area
- Buildings are too big and the density is too high
- Blocks should not exceed 5 storeys
- Blocks are too close together
- Effect on a Aeroville which is now a listed building
- Impact of the proposed development on the character of the neighbourhood and reduction in the open aspect

Officer Response:

- *The proposed block layout completes the urban grain of the masterplan for the Colindale Hospital site. The blocks are considered to create a well considered and legible street pattern with clear definition between fronts and backs whilst framing the key public spaces within the masterplan.*

- *The scale of the proposal reflects the building scale and form established in the main Colindale Hospital development while also responding to the site's immediate location adjacent to the underground line and opposite existing housing, including the listed 'Aeroville' buildings. The taller building heights are focused on the existing spine road (Charcot Road) which runs through the main Colindale Hospital development, and the central square. The heights then step down to the boundary of the site. The scale is considered to be appropriate for the site, respecting both the scale of the adjacent completed development, the consented Aparthotel as well as the existing lower scale housing to the north east.*
- *English Heritage have been consulted on the application and raised no objections. Aeroville was listed after the main development on the former hospital site was granted planning permission. Therefore the setting of Aeroville is already within the context of the scale, design and appearance of the existing blocks constructed on the hospital site. The proposed development is therefore concluded to have a neutral impact on the setting of the Grade II listed Aeroville.*

Nature conservation

- Effect on nature conservation with the loss of trees

Officer Response:

- *Many of the trees on the site will be retained, including those adjacent to the underground line and the Category A oak tree which will provide the centrepiece for the new courtyard garden. Thirty four new trees will be planted along the street frontages, 'arrival square' and podium garden. The landscape strategy for the site will also create new ecological habitats and improve the site's biodiversity.*

Other

- Whether the use would be appropriate for the area
- Decreased value of neighbouring properties
- Flats are just attracting investors and transient occupiers
- There is rampant crime in the area. The proposed development will result in and increased risk of crime in the area

Officer Response:

- *The principle of the residential led, mixed use development on the site fully accords with the development plan policies and Colindale AAP designations for the site.*
- *Impact on property values is not a material planning consideration and is not considered to hold sufficient planning merit or weight in refusing the application.*
- *The development of 157 new homes will make a contribution towards achieving the Colindale AAP target to deliver 2,370 new homes and 200 jobs by 2021 in the Colindale Avenue Corridor of Change.*
- *Barnet Borough Police have been consulted on the application, specifically the Crime Prevention Design Advisor and no objections have been raised. Furthermore, the CPDA has had input into the scheme at pre-application stage to ensure that the physical design of the proposed buildings accord with the principles of Secured by Design.*

1.5 Consultation Responses from Statutory Consultees and Other Bodies

Environment Agency – no objection

The EA have provided comments:

In line with the London Plan the applicant should implement water efficiency measures and aim to achieve a maximum water use of 105 litres/head/day (l/h/d), equivalent to level 3/4 for water within the Code for Sustainable Homes. Achieving a water efficiency standard of 105 l/h/d within new homes can be accomplished using low/dual flush toilets, low flow/aerated taps and showerheads and efficient appliances (dishwasher and washing machines). It does not necessarily require rain or greywater technologies.

This site is in Flood Zone 1 and is under a hectare. The main flood risk issue at this site is the management of surface water run-off and ensuring that drainage from the development does not increase flood risk either on-site or elsewhere.

English Heritage – no objection

English Heritage have no objections to the application and has advised that the application can be determined in accordance with the national and local policy guidance.

Natural England – no objection

Natural England has advised that the application is in close proximity to Brent Reservoir Site of Special Scientific Interest (SSSI). However, given the nature and scale of this proposal, Natural England is satisfied that there is not likely to be an adverse effect on this site as a result of the proposal being carried out in strict accordance with the details of the application as submitted. Natural England therefore advise that the SSSI does not represent a constraint in determining this application.

Natural England welcome the inclusion of both green and brown roofs in this proposal. They also welcome the opportunity for enhancements to biodiversity such as the incorporation of roosting opportunities for bats, the integration of bird nest boxes in built structures, habitat for slow worms and the use of native and nectar rich species in the landscape planting.

Greater London Authority (GLA) – Stage 1 Response

The GLA (letter and detailed Stage 1 Planning Report dated 3 January 2012) states that London Plan policies on opportunity areas, housing, affordable housing, density, child playspace, design, inclusive design, noise, climate change mitigation and adaptation and transport are relevant to the application. The application generally complies with the London Plan although further discussion is needed on the following matters:

- **Housing and affordable housing:** Justification is needed for the tenure split and the viability assessment needs to be interrogated to ensure the maximum reasonable amount of affordable housing has been secured.
- **Density:** The applicant should confirm how the density has been calculated.
- **Child playspace:** the applicant should confirm the size of the playspace which is proposed.
- **Design:** In summary the applicant is advised to ensure that the courtyard to Block 1 is secure and accessible only to residents of the block and to gate the access to the aparthotel south of Block N2.
- **Climate change mitigation and adaptation:** the applicant should confirm that the savings proposed are in regulation carbon dioxide reductions.
- **Transport:** the proposals are considered compliant with the London Plan subject to CIL payment. The level of EVCP will need to be secured as part of the Section 106 agreement, along with the travel plan while both a CIP and DSP should be secured by planning condition.

Officer Response

- *The viability assessment has been independently appraised by BNP Paribas on behalf of the Council. BNP Paribas have reviewed all of the viability appraisal inputs provided by Fairview and indicate that these assumptions are within an acceptable range for a development of this type given current market conditions. As with the assessment of the previous phase of the development on the Colindale Hospital site, BNP Paribas have concluded that the price paid together with the overage as indicated in the applicant's submission reflects a fair and reasonable price for the site and that the proposed level of affordable housing at 17% has been optimised, based on current market values and taking into consideration the lack of affordable housing grant. The tenure split to provide all of the affordable units as Affordable Rent reflects the specific housing needs in Barnet and the Colindale area specifically. The split has been agreed with the Council's housing officer.*
- *The density has been calculated on the following basis:
Site + half width of surrounding streets = 0.79ha
157 dwellings / 0.79ha = 199 u/ha
464 hab rooms / 0.79 = 587 hr/ha
The proposed residential density is considered to be appropriate having regard to the accessible location, the density of the approved development on the main Colindale Hospital site, the London Plan density Matrix and Colindale AAP Policy 4.1. The development will provide flats in accordance with the London Plan space standards.*
- *The N1 Podium deck garden provides approximately 415sqm of communal gardens / informal playspace. The courtyard garden between the two buildings is approximately 660sqm and again will be available for informal play. The provision of children's play space should be considered in the context of the overall development of the former Hospital site and the amount and quality of the play space delivered the main development. The development will also provide a new pedestrian link into Montrose Park which will open up access to the park and facilities for the residents of the development and wider area. The application site is also within 150m of Colindale Park and the Locally Equipped Area of Play.*
- *The N1 podium deck garden will only be accessible to N1 residents through the block cores. The courtyard garden between the two buildings will be gated and accessible to residents of the two proposed blocks only. The road to the south of building N2 is not within the application site and is an existing part of the street infrastructure. It will serve both the Aparthotel and the southern part of the site, including the servicing lay-by to be provided at the side of this access road. As such, it is considered that restricting access to this shared access road would not be appropriate and could potentially cause queuing back onto the roundabout with vehicles waiting to obtain access.*
- *Conditions requiring the provision of EVCPs, Construction Management Plan and Delivery Servicing Plan is proposed.*

Transport for London – no objection

TfL have no objections to the application. They have made the following comments:

- The proposed car parking ration of 0.7 spaces per unit is compliant with the London Plan Policy 6.13 "Parking" and given that this provision represents a reduction from previously agreed car parking numbers as part of the previous scheme for this site, this is supported. It is also noted that the scale of development is also reduced.
- TfL understands that Electric Vehicle Charging Points (EVCP) will be provided for all uses in accordance to London Plan policy 6.13 "Parking" standards, which is welcomed. This represents 22 active spaces and 22 passive spaces. It is

recommended that the monitoring of EVCP use be included in the Travel Plan monitoring and a trigger be agreed when passive charging points are required to be brought into operation. TfL is however content for this to be subject to a planning condition or obligation.

- The trip rates and transport impact were previously assessed as part of Phase 2 of this development and that given the decrease in quantum for Phase 3 it is accepted that the impact will be less. Therefore the approach to trip generation and mode share presented in the TA is considered acceptable and therefore in line with London Plan Policy 6.3 “Assessing the Impacts of Development on Transport Capacity”. The assessment of the impacts on the TLRN, SRN and traffic modelling presented in the revised Transport Assessment (TA) is considered acceptable and therefore in line with London Plan Policy 6.3 “Assessing the Impacts of Development on Transport Capacity”. TfL continues to support the need to upgrade the Colindale Avenue/A5 junction but wishes to discuss further with the council the operation of buses in the Colindale area.
- The proposed cycle parking spaces for residential and commercial use comply with the London Plan Policy 6.9 “Cycling” standards.
- A residential Travel Plan for Phase 3 has been submitted as part of the application, which is welcomed. This has been prepared in a consistent manner to those of Phase 1 and Phase 2 and therefore includes travel plan measures which have been previously agreed with LBB and TfL.

Thames Water - no objection subject to condition

Thames Water has advised that with regard to sewerage infrastructure they have no objection to the application.

With regard to surface water drainage 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 Thames Water recommend that the applicant 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.

Thames Water recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities.

Veolia Water - no reply

Barnet Police - no objection

The Barnet Police Crime Prevention Design Advisor has confirmed (response dated 30 January 2013) that they have no objections in principle to the development proposals. They have advised that Secured By Design principles should be considered in relation to the development. These primarily relate to crime reduction principles regarding lighting, perimeter boundary treatments, security standards for doors and windows, communal entrances, cycle storage, refuse bin stores, and natural surveillance.

London Borough of Brent - no reply

1.6 Internal Consultation responses

Highways Group

The Highways Officer has confirmed that the proposal is acceptable on highway grounds subject to the submission of a travel plan for the development that includes measures and incentives approved for the travel plan for the main Colindale Hospital development as set out in the Heads of Terms of this report, and subject to conditions included in the recommendation.

A detailed assessment of traffic, parking and transport matters is provided in **section 3.14** of this report.

Environmental Health

The Environmental Health Officer has commented on the application and has no objections subject to conditions being imposed in relation to noise insulation, noise levels and contaminated land.

Housing

The proposed mix of affordable housing units has been agreed with the Council's Housing Officer. All of the affordable units will be provided as Affordable Rent.

2. DESCRIPTION OF SITE AND PROPOSED DEVELOPMENT

2.1 Site and Surrounding Area

The application relates to an irregular shaped site of approximately 0.68 hectares within the former Colindale Hospital site. The original Colindale hospital buildings were demolished in 2009. The site has been cleared and is relatively flat with existing trees along the boundary with the underground line.

The site was formerly earmarked for the relocation of Barnet College from their existing site on Grahame Park Way. The plot of land is located between an 8 storey block of flats to the north-west (part of the 'Pulse' development by Fairview New Homes) and the site of the approved 7 to 18 storey Aparthotel block to the south east. The site is bound by Charcot Road to the south-west which forms the main access road through the Pulse development. To the rear (north-east) the site is bounded by the northern line Underground Railway Line beyond which residential properties are located in Curie Gardens and Aeroville (a Grade II Listed Building). New blocks of residential flats forming the Pulse development are located to the north east and south of the site. (See site plan at back of this report).

The site retains a number of trees including along its boundary with the underground line. Trees are the subject of a blanket Tree Preservation Order and include a Category A Oak tree of high value. The remainder are Category B moderate quality (6 trees) and Category C low quality (16 trees) and category U unsuitable for retention (6 trees / stumps).

The site is accessed from Charcot Road which is the new road that has been constructed as part of the main Pulse development on the hospital site. This road also provides access through to the NHSBT building. There is currently no pedestrian access through to Montrose Park.

The site (at the junction with Colindale Avenue) has a PTAL rating of 4 ("Good" accessibility). It is in easy walking distance (120 m) of Colindale underground station – on the Edgware

branch of the Northern Line. Overground rail services are provided at Mill Hill and Hendon national rail stations, located approximately 35 minutes walk to the north and south of the site respectively. There are a number of bus routes with stops at Colindale Station and on Colindale Avenue, within very short walking distance of the site:

- 204 Edgware – Sudbury Town
- 303 Edgware – Colindale
- N5 Edgware – Trafalgar Square

These are also bus routes accessible from the A5 Edgware Road, including:

32 Edgware – Kilburn Park

292 Edgware – Wetherley Road

N16 Edgware – Victoria

The site is not in an area of flood risk.

The immediate area around the site a mixed residential / commercial area with residential suburbs beyond.

Large retail warehouses and foodstores are located on Edgware Road. There are a number of existing major Government institutions in the vicinity of the site including the NHS Blood and Transplant Service and the Health Protection Agency both a short distance to the west of the site.

Further north are Montrose Park, and Silkstream Park providing playing fields, sports facilities and playspace. Colindale Park is on the opposite side of Colindale Avenue from the junction with Charcot Road.

Significant development is taking place in the wider Colindale area including the Beaufort Park development, redevelopment of Grahame Park Estate and the development of on the former Brent Works site. The British Library Newspaper Storage building is located opposite the main entrance to the Pulse development. This is identified as a key development site within the Colindale AAP.

2.2 Development Already Approved

Planning permission was granted in November 2009 (ref H/00342/09) for the redevelopment of the majority of the former Colindale Hospital site (4.4 hectares) comprising the following:

1. Construction of 714 residential units comprising 697 flats and 17 houses. This includes the provision of 193 affordable homes which equates to 30% affordable housing by habitable rooms;
2. Restoration of the listed Administration Building and its conversion to residential flats;
3. Construction of a new Primary Care Trust facility of 1,132sq m;
4. A 45sqm commercial unit (Use Class A1/A3);
5. A site management office and Safer Neighbourhood Centre (Use Class B1/D1);
6. Provision of a single Energy Centre and district Combined Heat and Power network to serve the whole development;
7. New junction and altered access into the site from Colindale Avenue together with new Spine Road through the site to serve the development and existing neighbours including the NHS Blood and Transplant facility;
8. New public and private open space, children's play space and communal courtyards and

hard and soft landscaping.

The marketing name for this development is 'Pulse'.

A separate application was approved at the same time as the main development on the hospital site for the redevelopment of Station House to create a transport interchange and public piazza outside Colindale tube station, together with a 305 bedroom, part six part 13 storey, aparthotel and other commercial uses (Ref: H/00343/09). The two applications were supported by a Masterplan to show how the two schemes would fit together as a comprehensive development of the site to deliver the key objectives of the Colindale AAP.

Planning permission was subsequently granted on 30 September 2010 to replace the PCT facility within Block A with alternative commercial uses (Classes A1, A2, A3, B1 and/or D1) on the ground floor and 12 residential units on the first and second floors, following a decision by the PCT that it did not need the accommodation (Ref: H/02041/10). A linked Unilateral Undertaking provided for Fairview New Homes to make a financial contribution towards meeting the cost of healthcare provision arising from the development.

Construction of the approved development at the Colindale Hospital site is now well advanced with the majority of the buildings completed and occupied. The Energy Centre has been installed and brought online. The restoration and conversion of the Listed former hospital administration building has been completed and the new public piazza next to Colindale Tube Station has been laid out and opened along with a new bus layby and pelican crossing installed on Colindale Avenue.

In February 2012 planning permission (H/04541/11) was granted for the development of plots of land at the rear of the Colindale Hospital site including Birch Court and Willow Court; land previously identified for potential expansion of the NHS Blood and Transplant service; and Elysian House a mental health short stay care facility owned by the Barnet, Enfield and Haringey Mental Health Trust. The approved scheme comprises the construction of 240 new flats within three separate blocks ranging from four to seven storeys in height, together with associated car parking, landscaped public and private open space and a new public square designed as a continuation of the street and block layout of the approved development on the main Colindale Hospital site. The scheme will also provide a new pedestrian and cycle link into Montrose Park. Construction of this development has now begun on site.

2.3 Description of Proposed Development

The application seeks full planning permission for the erection of two buildings providing a mix of residential (157 units) and commercial (242 sq.m) uses.

The housing mix is set out in the table below. 25% of the new homes will be family-sized three-bedroom flats and maisonettes. A total of 27 affordable housing units are proposed on site, equivalent to 17.2% of the number of units; 19.2% of the habitable rooms; and 19.4% of floorspace. All of the new dwellings will be built to Lifetime Home Standards. Fourteen of the units (9%) will be adaptable to being wheelchair accessible.

Accommodation schedule

No. of bedrooms	Size Range (Sq.m)	Building N1	Building N2	Total	Mix
Market Housing					
1 bed (1 person)	37-49	8	3	11	33%
1 bed (2 person)	50-67	15	17	32	
2 bed (3 persons)	62-76	29	11	40	45%
2 bed (4 persons)	71-85	14	5	19	
3 bed (4 persons)	80-87	6	3	9	22%
3 bed (5 persons)	86-88	9	10	19	
TOTAL		81	49	130	100%
Affordable Housing					
1 bed (2 person)	51	4		4	15%
2 bed (3 persons)	61-85	7		7	44%
2 bed (4 persons)	71-74	5		5	
3 bed (5 persons)	87-101	11		11	41%
TOTAL		27		27	100%
All Housing					
1 bed (1 person)		8	3	11	30%
1 bed (2 persons)		19	17	36	
2 bed (3 persons)		36	11	47	45%
2 bed (4 persons)		19	5	24	
3 bed (4 persons)		6	3	9	25%
3 bed (5 persons)		20	10	30	
TOTAL		108	49	157	100%

The proposed buildings comprised Block N1 and N2. These are described below.

Building N1

Building N1 ranges from five to nine storeys in height, with the tallest element at the south facing onto Charcot Road. The building faces onto Charcot Road and follows the same alignment as the existing blocks on the opposite side of Charcot Road. The block is U-shaped in plan with a central raised podium courtyard.

A small (62sq.m) commercial unit is proposed at the southern corner of the ground floor. This would be for uses falling within Use Classes A1, A2, A3, B1 or D1. The remainder of the building accommodates a total of 108 flats. Car parking spaces are provided within an undercroft car park (39 spaces), and fronting the access road running at right-angles from Charcot Road (19 spaces) and the vehicular access to the undercroft (26 spaces). On the deck above the undercroft car park is a podium-level communal landscaped garden for the

residential properties. Access to the residential accommodation is via five cores located on the west, south and east facades, each with stairs and a lift. Each ground floor unit will have its own street front door.

Building N2

Building N2 is L-Shaped in plan form and comprises six to nine storeys with the tallest element at the south east corner adjacent to the Aparthotel building.

The building is aligned with the underground railway line to the north and set back at an angle from Charcot Road to provide a public space which is proposed to be landscaped with trees.

A total of 180sqm of commercial floorspace is proposed on the ground floor of this block fronting Charcot Road. This space is proposed for a range of uses within Use Classes A1, A2, A3, B1 or D1. The space could be occupied by as a single unit or subdivided. The remainder of the building accommodates 49 flats. Car parking spaces (28) are provided to the north-east of the building, with access via the north spur off the Charcot Road roundabout. Access to the residential accommodation is via two cores located on the south east and north west facades, each with stairs and a lift. Each ground floor unit will have its own street level front door.

Cycle Parking

A total of 205 covered secure storage spaces will be provided for residents' (193 spaces) and commercial occupiers' (12 spaces) cycles within stores located in each building.

Car Parking

A total of 112 dedicated spaces are provided in undercroft locations and onstreet for the use of residents (110 spaces) and commercial occupiers (2 spaces); all within the application boundary. Fourteen spaces suitable for wheelchair-users are provided – 12 associated with Building N1 and two with N2.

Servicing

A dedicated servicing bay for the commercial uses is provided adjacent to the north spur off the Charcot Road roundabout.

Waste Management and Recycling

Five refuse and recycling areas are provided within Building N1 and two in Building N2 for the use of residents. Separate refuse and recycling storage is provided adjacent to the commercial units.

Amenity Space, Landscaping and Public Realm

The new buildings will be set within an attractive soft and hard landscaped setting. Trees will be retained adjacent to the underground line, where they will continue to provide visual amenity / screening and noise attenuation, and a setting for the new parking court. The mature oak tree will also be retained and provide a focus for a new courtyard garden between the buildings. The new garden will be for use by residents only.

A podium deck garden on block N1, with small trees, hedges and flowering plants will also provide communal amenity space for residents. Every residential unit will have its own private amenity space – a balcony or terrace, or in the case of ground floor units a small garden. In Building N1, first floor units will also have small private gardens facing onto the podium courtyard. The communal courtyard will be shared by all residents of Building N1.

A public 'arrival square' is proposed to the south west of set-back building N2, with parallel lines of trees and seating.

Supporting Documents

The following documents have been submitted with the application:

- Planning Statement
- Design and Access Statement including Refuse and Recycling Strategy (prepared by Amanda Reynolds Urbanism and John Pardey Architects)
- Cultural Heritage Desk Based Assessment (prepared by CGMS)
- Transport Assessment and Travel Plan (prepared by URS)
- Sustainability Statement including checklist and BREEAM / Code for
- Sustainable Homes Assessments (prepared by Think Three)
- Energy Strategy Statement (prepared by Think Three)
- Biodiversity Statement (prepared by Ecology Solutions)
- Tree Survey and Impact Appraisal (prepared by Mark Cooper Associates)
- Landscape Design Strategy (prepared by Mark Cooper Associates)
- Flood Risk Assessment and Drainage Strategy (prepared by URS)
- Foul Sewage and Utilities Assessment (prepared by URS)
- Noise Assessment (prepared by SKM Enviros)
- Air Quality Assessment (prepared by SKM Enviros)
- Daylight and Sunlight Assessment (prepared by CHP)
- Affordable Housing Statement (prepared by FNH) - submitted on a
- confidential basis
- Statement of Community Involvement (prepared by GKA Limited)

2.5 Environmental Impact Assessment

The Council issued an EIA Screening Opinion on the 21st December 2011 (ref: H/04605/12) which concluded that the characteristics of the proposed development, its location and the nature of the potential impacts arising from the development are such that it would not be likely to give rise to significant effects on the environment, in the sense intended by the Environmental Impact Assessment Regulations (2011). Whilst the proposals amount to a Schedule 2 development, it was considered that the proposals do not constitute an EIA development and that an Environmental Statement was not required to be submitted with the application. Notwithstanding this, the application is supported by a comprehensive suite of documents which adequately assess the impacts of the proposal and set out suitable mitigation.

3.0 PLANNING APPRAISAL

3.1 Principle of development

Generally, policy at all levels encourages the regeneration of brownfield sites such as this, bringing them back into economically, socially and environmentally beneficial uses. Specifically, policies within the London Plan, Core Strategy and CAAP encourage residential-led redevelopment on the site of the former hospital, providing a mix of uses, within sustainable and well-designed buildings which respond to context and provide good standards of amenity.

Barnet and Southgate College

The application site was identified as a potential location for the relocation of Barnet College (now merged with Southgate College) from their existing campus at Grahame Park Way which is no longer fit for purpose. The original planning consent for the redevelopment of the hospital site (Ref: H/00342/09) reserved the site for such use. This was secured through the Section 106 Agreement with an obligation to transfer the land to Barnet College. However the obligation secured the land until December 2011, after which time it was to be released for alternative development.

Under the terms of the section 106 agreement attached to the planning permission for the main Colindale Hospital development (H/00342/09), Schedule 2, Paragraph 30(d) states:

“That the Owner shall be discharged from the obligations in paragraphs 28 and 29 above in the event that:

- (d) Barnet College does not enter into an agreement for the transfer of a freehold or leasehold interest of the College Land before 15 December 2011.”*

The following liability in Paragraph 31 automatically becomes applicable:

“In the event that the Owner is discharged from its obligations in paragraphs 28 and 29 of this Schedule it shall:

- (a) be at liberty to transfer the College Land to any third party and/or may apply for planning permission in respect of the residential-led redevelopment of the College Land or such other use of it as the Owner sees fit; and*
- (b) pay the Education Contribution to the Council in the following instalments:*
 - (i) £662,333 on Occupation of the 300th Residential Unit;*
 - (ii) £662,333 on Occupation of the 400th Residential Unit;*
 - (iii) £662,334 on Occupation of the 600th Residential Unit.*

The College no longer requires the application site to relocate its facilities and is instead seeking to deliver a new facility as part of Phase 1B of the Grahame Park Estate Regeneration scheme, specifically Plot A8 at the southern end of the Grahame Park Site which is close to Colindale Underground Station and the transport interchange. This will mean that the College remains in the Colindale area as part of its strategy to serve the west of the borough. In July 2012, the Council (Cabinet Resources Committee) resolved to seek to facilitate the Colleges' relocation to the new site at Grahame Park, including a land-swap agreement to develop the existing Barnet College Grahame Park Way site for residential. With the College's new plans to relocate to the A8 plot within Phase 1B of Grahame Park Estate, there is no requirement for a college facility on the application site. It is therefore considered appropriate to consider alternative uses for the land.

As a result of the College not taking up the plot within the site, a financial contribution of £1.92million from Fairview New Homes to the Council towards education provision in the area will be released in accordance with the section 106 agreement attached to planning permission H/00342/09.

Residential use

The overall principle of residential led mixed use development on the former Colindale Hospital site is established in planning policy at a number of levels. Firstly through the London Plan (2011) which designates the Colindale and Burnt Oak Opportunity Area with a target to deliver a minimum of 12,000 new homes (including 2,500 in the London Borough of Brent). Secondly by the Colindale Area Action Plan (2010) which identifies the former Colindale Hospital site and land around Colindale Tube Station for residential-led, mixed use development. Thirdly in the adopted Barnet Core Strategy (2012) which recognises Colindale as a regeneration area with 8,100 new homes to be delivered by 2026. Finally the Council's Three Strands Approach establishes Colindale as one of three strategic opportunity areas for high quality sustainable growth.

Colindale AAP Policy 4.1 sets out the following requirements for development in Colindale Avenue Corridor of Change which includes the former Colindale Hospital site:

- Develop a dynamic new public transport interchange and associated pedestrian piazzas on Colindale Hospital/Station House site, British Library site and Peel Centre West site;
- Provide a sustainable mix of uses to create a new, vibrant neighbourhood centre for Colindale, with a range of retail and commercial provision, education, health and other community uses;
- Provide a sustainable and walkable neighbourhood centre including convenience food store provision of up to 2,500sqm supported by a range of associated shops and services to meet local needs;
- Improve the quality of and access to Montrose Park;
- Provide a new focus of sustainable higher density living with a range of unit sizes, types and tenures, with a typical residential density of approximately 150 dw/ha;
- Provide safe, direct, legible and attractive pedestrian and cycle routes to and from the centre;
- Transform Colindale Avenue into an elegant, high quality urban route, attractively landscaped and lined by buildings of the highest architectural standards;
- Provide a package of transport improvements, in accordance with Policy 3.1, to create a more connected and legible Colindale and manage levels of congestion;
- Support the relocation of Barnet College to a new purpose built building close to Colindale Station;

The need to deliver housing in the Colindale area is also reflected in Core Strategy Policy CS1 which promotes the Colindale regeneration area to provide 8,100 new homes by 2026 with particular emphasis on early delivery as follows:

2011/12 to 2015/16 – 4,500 homes

2016/17 to 2020/21 – 3,320 homes

2021/22 to 2025/26 – 300 homes

There is therefore strong planning policy support for the application site to be redeveloped in order to facilitate the continuing physical, social and economic regeneration of this part of Colindale.

Planning consent was granted in 2009 for the redevelopment of the main Colindale Hospital site for 714 flats. A second phase of development was approved in March 2012 at the rear of

the hospital site as an extension of the masterplan to provide a further 240 flats. The principle of residential development on the former Colindale Hospital site is therefore firmly established. The site is already considered appropriate for residential uses therefore the principle of residential development on the application site is acceptable.

Commercial use

The AAP supports the provision of a sustainable mix of uses on sites within the Colindale Avenue Corridor of Change to create a new, vibrant neighbourhood centre for Colindale, with a range of retail and commercial provision, education, health and other community uses. It also sets a target of new 1000 jobs across the AAP area.

The application includes the provision of 242sqm of commercial floorspace on parts of the ground floors of both blocks. A range of uses are sought to provide maximum flexibility. The scale of the floorspace is not significant however the uses will help create activity along the frontage of the site, provide facilities to serve the wider development and community on the former Colindale Hospital site as well as contribute towards employment provision in the Colindale area.

The application does not specify the exact occupiers for the proposed commercial units. However the employment potential of the site can be estimated based on an assumed mix of uses as follows:

- Building N1: Single unit used as A1 shop.
- Building N2: 1 x double unit used as A1 shop; 1x A2 office unit; 1x A3 restaurant café;

This mix has the potential to provide a in the region of between 10 and 18 full and part time jobs for local people.

New employment floorspace will be provided as part of this mixed use scheme which will enable new job opportunities to be created. The application is considered to be acceptable in terms of employment matters and the proposed mix of non-residential uses is considered to constitute a sustainable form of development that is in accord with the type of uses sought in the Colindale AAP for the new neighbourhood centre.

Health care facility

A health care facility for the local PCT was included in the phase 1 planning permission granted on 20 November 2009 (ref: H/00342/09). However, this was not taken up by the PCT as the census-based population estimates at that time did not generate a need for a new primary health care facility. Permission was subsequently granted on 30 September 2010 to replace the PCT facility with alternative commercial and residential uses (Ref: H/02041/10).

Officers explored the possibility with NHS Barnet and Fairview of providing a new 2,300sqm PCT facility on the application site, potentially provided on ground and two upper storeys within Building N2.

Primary Care Trusts have now been replaced across the country with Clinical Commissioning Groups (CCGs) which have a greater control of the NHS budget. Despite discussions with the PCT, officers understand that Barnet CCG do not require a health facility on the application site. The current strategy is for health services to be provided through a combination of Edgware Hospital, local GP facilities (including planned expansion) and a new Health Centre at Grahame Park Estate as part of the regeneration.

Having explored these opportunities fully with the Barnet CCG, and there being no prospect of delivery in reasonable timescales, it is considered that residential development on the site is acceptable.

Conclusion

Housing and commercial development of this site accords with development plan policies. On their own, but particularly in conjunction with the earlier approved phases of the former Hospital development, such uses make a significant contribution towards achieving the CAAP targets to deliver 2,370 new homes and 200 jobs by 2021 in the Colindale Avenue Corridor of Change.

The 242sqm of commercial floorspace will provide active uses on the main street frontages; providing interest and activity in the street scene and enhancing vitality at this arrival point for the whole development. A range of options are sought in terms of uses and subdivision in order to provide flexibility and maximise the chances of attracting future occupiers.

In conclusion, the proposals will deliver sustainable strategic growth in the Opportunity Area and achieve a significant positive impact on Colindale in terms of completing the redevelopment of the former Hospital Site and providing new housing, jobs and investment in accordance with planning policies and particularly London Plan policy 2.13 and CAAP policy 4.1.

3.2 Residential Density

London Plan policy 3.4 seeks to optimise the housing potential of sites through developments that take account of local context and character, and transport accessibility in the determination of appropriate density. Table 3.2 of the London Plan sets out a range of densities based on the character of the site setting and Public Transport Accessibility Levels (PTAL) which are provided as a guide to determining the appropriate density for a development.

Colindale AAP Policy 4.1 which requires developments in the Colindale Avenue Corridor of Change to provide a new focus of sustainable higher density living with a range of unit sizes, types and tenures, with a typical residential density of approximately 150 dw/ha.

In assessing density, the London Plan advises that (Para 3.28):

“A rigorous appreciation of housing density is crucial to realising the optimum potential of sites, but it is only the start of planning housing development, not the end. It is not appropriate to apply Table 3.2 mechanistically.”

The London Plan identifies that the assessment of density should be informed by a review of local context and character and the design quality of the proposed development, with Table 3.2 provided as a guide to assist in this process. As set out in this committee report, the proposed development has been shown to comply with the development plan in respect of design and local context and character, and provides a high standard of amenity for future residents whilst protecting the amenity of existing residents. The application site is located in an area of varied PTAL and has been designed with a density that falls below the upper threshold of the suggested density range for this location whilst ensuring an efficient use of land. The design quality of the development and appropriate response to local context, in addition to the high standard of residential accommodation proposed, demonstrate that this is a development with an appropriate density for the current site setting and PTAL.

London Plan Table 3.2 – Density Matrix

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 has a PTAL of 4 reflective of its location close to Colindale Tube Station with the new interchange facilities and bus routes. The site is considered to fall within an urban setting as defined in paragraph 3.23 of the London Plan as being "predominantly dense development such as for example terraced houses, mansion blocks, a mix of different uses, medium building footprints and typically buildings of two to four storeys, located within 800 metres walking distance of a District centre or, along main arterial routes." Based on these factors, the London Plan Density Matrix suggests a range of 55-225 units per hectare or 200-700 habitable rooms per hectare (highlighted in table above).

Based on 157s across a site of 0.68 hectares the residential density of the proposal is 199 units per hectare (u/ph) or 587 habitable rooms per hectare (hr/ha) which falls within the suggested range in Table 3.2.

This density exceeds the "typical" figure of 150 u/ph suggested in CAAP policy 4.1. However this figure is provided as a guide and subject to compliance with other policies and standards, it is considered that sites such as this which are close to the underground station/transport interchange should optimise housing provision to reflect the sustainable location.

The development on the main Colindale Hospital site (H/00342/09) was approved at a density of 165 dwellings per hectare although this equates to 195 dwellings per hectare when the former college land is excluded. The more recent application on the NBS expansion land and Birch and Willow Court site approved 240 units on a 1.78 hectare site which equates to a density of 135 units per hectare or 406 habitable rooms per hectare. This reflects the location slightly further away from the tube station.

The flats will meet or exceed the minimum internal space standards set out in Table 3.3 in the London Plan (as shown in the table below). The blocks are designed with reference to the London Housing Design Guidelines (GLA). A high proportion of the flats are dual aspect.

The proposed residential density is considered to be appropriate having regard to the accessible location, the density of the approved development on the main Colindale Hospital site, the London Plan density Matrix and Colindale AAP Policy 4.1. The development will provide flats in accordance with the London Plan space standards.

3.3 Residential mix

Development plan policies aim for developments to provide a range of dwellings, including family homes that take into account the borough's dwelling priorities. The council's Local Plan documents (Core Strategy and Development Management Policies DPD) identify a need for family accommodation across all tenures with family accommodation defined as dwellings with at least two bedrooms. Three and four-bedroom homes are identified as the highest priority for private market sale, with four-beds the priority for intermediate affordable (shared ownership) and three-beds for social rent. Colindale AAP Policy 7.1 also seeks the provision of a mix of housing types.

The following mix of unit sizes is provided within the scheme:

- 1 bedroom = 30%
- 2 bedrooms = 45%
- 3 bedrooms = 25%

The mix provides a range of sizes to meet all levels including those starting on the property ladder and those who require larger family sized units. The provision of a significant element (25% of total provision) of family three bedroom accommodation accords with Core Strategy policy CS4, DMP Policy DM08 and CAAP policy 7.1. The mix is considered to be acceptable considering the site's proximity to Colindale tube station in one of the highest accessibility locations in the Colindale AAP area.

3.4 Affordable housing

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

- a. 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
- b. affordable housing targets adopted in line with Policy 3.11,
- c. the need to encourage rather than restrain residential development (Policy 3.3),
- d. the need to promote mixed and balanced communities (Policy 3.9)
- e. the size and type of affordable housing needed in particular locations
- f. the specific circumstances of individual sites.

The policy does not set a target for the level of affordable housing to be provided in each development. Instead it suggests that negotiations on sites should take account of their individual circumstances including development viability, the availability of public subsidy, the implications of phased development including provisions for reappraising the viability of schemes prior to implementation ('contingent obligations'), and other scheme requirements.

The adopted Core Strategy provides a borough-wide target of 40% affordable on sites capable of accommodating 10 or more dwellings (Policy CS4). Colindale AAP Policy 7.2 reflects this approach of and requires the maximum amount of affordable housing to be sought having regard to viability assessments for individual developments.

The application proposes 27 flats out of the 157 to be provided as affordable homes. This equates to 17.2% by number of homes. Based on the mix which includes a high proportion of 3 bed family homes, the affordable provision equates to 19.6% by habitable rooms.

The proposed level of 17.2% affordable housing is below the Core Strategy target of 40% but is based on viability of delivering affordable housing in the absence of any grant funding. The

affordable units are therefore completely cross-subsidised through the private units. These costs need to be taken into consideration when assessing the viability of the development.

Affordable mix

The London Plan sets a long term strategic target that 60% of new affordable housing should be for social renting and that 40% should be for intermediate housing. This is reflected in the Council's Core Strategy. The application proposes that all of the affordable units be provided as affordable rent. This reflects the levels of shared ownership housing already being provided in the area and the Council's requirements in terms of affordable tenure. The principle of providing 100% has been agreed with the Council's Housing Officer.

The affordable mix is as follows:

- 1 bedroom = 4 units (15%)
- 2 bedrooms = 12 units (44%)
- 3 bedrooms = 11 units (41%)

The detailed breakdown is shown in the table below:

Schedule of Accommodation				
Affordable Housing				
Affordable Rented	Hab. rooms	Per-sons	Building units	Hrms
1 bed units				
1 bed 2p flat	2	2	4	8
2 bed units				
2 bed 3p flat	3	3	4	12
2 bed 3p flat wheel chair	3	3	2	6
2 bed 3p maisonette	3	3	1	3
2 bed 4p flat	3	4	5	15
3 bed units				
3 bed 5p flat	4	5	9	36
3 bed 5p maisonette	4	5	2	8
Affordable Rented Totals			27	88

London Plan Policy 3.8 and the associated supplementary planning guidance promote housing choice and seek a balanced mix of unit sizes in new developments. The London Housing Strategy sets out strategic housing requirements and Policy 1.1 C of the Strategy includes a target for 42% of social rented homes to have three or more bedrooms. In response to this guidance, 41% of the affordable rented flats within the proposal will be three bed units.

Affordable housing viability toolkit

The HCA published the Affordable Homes Framework for 2011 – 2015. This document sets out government's expectation that affordable housing on Section 106 sites will be delivered with nil grant for both rented and shared ownership units. Therefore unlike the development of the main Colindale Hospital site which was approved in 2009, no housing grant will be available to subsidise affordable housing in this application. The Phase 2 application also followed the zero grant approach.

To justify the proposed level of affordable housing the applicants have submitted a Viability Assessment for the development using the Homes and Communities Agency's *Economic Appraisal Tool - 2009 version* ("EAT") to appraise the scheme.

The Viability Assessment includes evidence and figures for construction costs, design fees, Section 106 costs, Interest Costs, Marketing Costs. Sales revenues are based on actual sales achieved for blocks completed within the current Pulse development on the main Colindale Hospital site. Fairview have factored in a profit of 16% on total GDV for the development based on the proposed number of affordable housing units. This level of profit is below the generally accepted minimum return of 20% that is being applied in the current market.

Independent viability toolkit review

The Council commissioned BNP Paribas consultants to independently review the submitted viability toolkit to determine whether the affordable housing offer has been optimised.

BNP Paribas have undertaken a review of the scheme and consider that the values applied in the applicant's toolkits are within a reasonable range.

As per the last Phase 2 application, Fairview has provided the purchase price of the land at for the purposes of the viability toolkit.

The GLA Toolkit Guidance notes advise that the acquisition cost should not be used in viability assessments as a benchmark figure, but can be used to determine whether a fair price has been paid for land reflecting policy, location, development mix and density. Pages 6 - 9 of the GLA Toolkit Guidance Notes conclude "Residual Value should be compared with the Existing use Value of a site, Alternative Use Values, and, as general context/comparator, the site acquisition cost". The guidance notes then go on to explain "Under all circumstances, it is important to stress that the amount actually paid for the site should be considered contextual/comparative information only when negotiating schemes. The result from the Toolkit should determine whether a fair price has been paid for land reflecting policy, location, development mix and density".

BNP Paribas have reviewed the appraisal inputs provided by Fairview and indicate that these assumptions are within an acceptable range for a development of this type given current market conditions. As with the assessment of the previous phase of the development on the Colindale Hospital site, BNP Paribas have concluded that the price paid together with the overage as indicated in the applicant's submission reflects a fair and reasonable price for the site and that the proposed level of affordable housing at 17.2% has been optimised, based on current market values.

Conclusion

In accordance with London Plan Policy 3.12, Colindale AAP policy 7.2 and Core Strategy policy CS 4, provision of affordable housing needs to have regard to viability. The lack of government housing grant needs to be taken into account. As detailed above, the affordable units are to be provided across a range of dwellings types with 41% provided as 3 bedroom units which will make a valuable contribution to the borough's local housing needs and priorities. In light of the above, the affordable housing quantum and mix are considered to be compliant with planning policy and has been agreed with the Council's Housing Officer.

3.5 Standards of Accommodation and Amenities of Future Occupants

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

Detailed guidance on amenity space standards for development in Barnet is also provided in the Sustainable Design and Construction SPD 2007. A draft updated version of the SPD was published November 2012.

The London Plan sets out the Mayor's aim for high quality housing development in Policy 3.5. This policy is supported by the Mayor's Housing SPG which was published in November 2012. The SPG identifies a range of 'baseline' and 'good practice' standards against which to review proposals for residential development. The London Plan sets out, in Table 3.3, minimum internal space standard for new developments which are repeated in the Housing SPG.

Dwelling Size and Compliance with Mayor of London Housing SPG (2012)

The size of each unit complies with the London Plan Table 3.3 Minimum Space Standards for New Development and the Mayors' HSPG Annex 4. All affordable housing complies with the Mayors Housing SPG and the HCA Funding Standards Framework.

The market housing complies with the Housing SPG except in a limited number of cases where it is considered that, in the case of a small number of flats, the future residents will benefit from variance with the Annex 1 standards. The applicant has provided the following justification:

3.2.6: Lift Provision – Baseline: two cores provide access to apartments at seventh and eighth floor levels. Each core will serve only two flats at those levels and therefore it is considered appropriate for each core to incorporate one lift - a second lift per core to serve these floors would significantly increase maintenance costs for residents.

4.4.1: Combined Floor Areas for Living / Dining / Kitchen – Good Practice: all units meet the baseline HSPG standard for gross internal area (4.1.1). The previous phases of the development have however demonstrated that a priority for customers and residents has been the provision of larger bedrooms and secondary bathroom facilities. This reflects the specific market for the former Colindale Hospital site which attracts many people who wish to share apartments and consequently appreciate more generous private space (bedrooms) within the apartments.

4.1.2: HCA Housing Quality Indicators – Baseline: the priority towards larger bedrooms in some units also means less furniture provision is required in the living spaces, with more storage / furniture being provided in the bedrooms.

4.7.1: Storage and Utility – Baseline: A minimum of 0.8 sq m of built in storage is provided in each flat with the majority of apartments having significantly larger built-in provision. In addition all units have sufficient space for freestanding storage, enabling residents to choose the most appropriate storage option for their requirements.

5.4.1: Floor to ceiling heights – Baseline: the applicant has stated that for architectural consistency it is important to retain floor to ceiling heights in line with the previous phases. The generous full height windows and careful consideration of overall room proportions mean that although the floor to ceiling height is marginally below the HSPG guideline of 2.5m, there will be no detriment for residents.

5.5.1: Glazing – Good Practice: the Daylight and Sunlight Assessment has informed window sizes in order to ensure good levels of daylight and sunlight whilst maintaining a coherent and consistent architectural appearance.

The scheme is compliant with the majority of the SPG and there are good reasons why it does not comply with a very small number of the baseline requirements in some of the flats.

The Mayor's Housing SPG is only 'guidance'. Para 2.1.10 requires LPAs to take into account the extent to which proposed developments depart from the baseline, and only those which depart significantly are unlikely to be acceptable. Robust justifications for departures from a small number of criteria have been provided and the applications compliance with the majority of criteria is considered to be acceptable. It is considered that the proposed development will provide appropriate residential accommodation that delivers an acceptable level of internal amenity.

External Amenity space provision

The adopted Sustainable Design and Construction SPD (2007) requires 3m² of private amenity space for one/ two person units with an additional 1m² per additional occupant. The Mayor's recently published Housing SPG 2012 advises an enhanced figure for private amenity space of 5m² for one/ two person units with an addition 1m² per additional occupant.

All units within the proposed development will have a ground or podium level private garden and/or a balcony. All residents will also have access to the communal gardens.

Whilst the Barnet UDP standard of 5m² of usable amenity space per habitable room (including kitchens over 13m² and with rooms over 20m² counting as two rooms) is no longer saved, this guidance is carried forward as guidance in the draft replacement Sustainable Design and Construction SPD. This would result in the development being required to provide approximately 2,320m² of private and/ or communal amenity space.

To meet the SPD standard and ensure that future occupants benefit from sufficient amenity space, the development provides two communal amenity areas, one in the form of the podium courtyard within Block N1 and the second in the form of the communal garden between the two blocks. The flats or maisonettes at the level of the podium will open onto private terraces around the edge of the courtyard while the central area will be landscaped for communal use. The same approach is taken for the central garden. Both spaces gardens are accessible from the cores in the blocks and are available to all residents, irrespective of tenure.

The communal amenity areas have been designed to deliver high quality, well overlooked spaces that are screened from adjacent uses where necessary. The arrangement of the residential blocks around the perimeter of the site creates internal courtyards that experience appropriate noise levels and provide quiet areas for use by residents.

The N1 Podium deck garden provides approximately 415sqm of communal gardens / informal playspace. The courtyard garden between the two buildings is approximately 660sqm and again will be available for informal play. When taken with the private amenity space for each flat, the scheme complies with the policy requirements of the London Plan and guidance within the Mayor's SPG and Barnet's SPDs.

Children's play and recreation

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

The provision of children's play space should be seen in the context of the overall development of the former Colindale Hospital site and the amount and quality of the play space delivered by the main approved development which includes a 400sqm Locally Equipped Area of Play (LEAP) within the woodland area in the south west corner of the site. The site is also located within 150 metres of Colindale Park to the east which includes a Locally Equipped Area of Play (LEAP). The main redevelopment of Colindale Hospital will also provide a new pedestrian link into Montrose Park to the west. This will provide direct access to a range of informal recreation and sporting facilities suitable for all residents.

A toddlers' doorstep play area (Local Area of Play) will be provided within podium garden and communal garden. The provision of play space is considered to be appropriate in terms of scale and location having regard to access to existing facilities in the wider Colindale Hospital development as well as Colindale Park and Montrose Park.

The application proposes private and communal amenity space provision in excess of the policy and supplementary guidance requirements and includes facilities for informal play. The proposal is considered to be compliant with the objectives of planning policy on the provision of outdoor amenity space. The application is therefore considered to be acceptable in this regard.

Dwelling Outlook

Development plan policy requires that new dwellings are provided with adequate outlook and this is a factor of ensuring future residents are provided with acceptable amenity. By virtue of the nature of a flatted development the units face in a range of directions and will experience a variety of differing outlooks. The Mayor's Housing SPG aims for single aspect units that are north facing, contain three or more bedrooms or face noise exposure category C or above to be kept to a minimum.

The majority of units are dual-aspect but there are a number of smaller, single aspect units. These are generally south facing with good levels of daylight and sunlight in accordance with CAAP policy 5.4 and the Mayor's HSPG. As such the development is considered to provide all apartments with an acceptable outlook.

Privacy and Overlooking

A distance of 23m is provided across the central podium within Block N1. This reduces to 19m for a limited section.

The gap between N1 and N2 across the communal garden is splayed at an angle which is 21m at it's widest point reducing to 9m at the closest point. The configuration of Block N2 at an angle to N1 means that views from windows will not be direct, increasing the distance between the blocks.

In the main the distance between facing windows within the development will be sufficient to ensure satisfactory privacy for future occupants. The distance between the two blocks falls below the guidance provided in the Council's SPD, however given the angled arrangement of

the buildings with the splayed gap, and the urban form of the wider masterplan development, the distance is considered to be acceptable in this instance.

Daylight and Sunlight

A Daylight and Sunlight Report has been submitted with the application which considers the 463 habitable rooms within the proposals to establish the level of daylight these will enjoy. The report confirms that of each of the 463 rooms analysed, over 99% achieve the recommended minimum ADF levels as set out in BS8206. Every unit within the scheme has the majority of its habitable rooms either achieving or exceeding the numerical values set out in the guidelines, with in the majority of instances all rooms. Taking into account the 'urban' nature of the Colindale Hospital development where the site is located and the requirement for the level of density this scheme provides, it is considered that the aims of the BRE Guidelines are satisfactorily achieved.

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. The development is therefore found to be satisfactory in this regard.

3.6 Air quality

Barnet is designated as an Air Quality Management Area due to high levels of nitrogen dioxide (NO₂) and particulate matter (PM₁₀) attributable to road traffic emissions. However, this does not mean that the entire borough is at risk of having poor air quality. The areas of greatest concern are adjacent to busy roads and junctions. The application site is not located in an area of poor air quality.

The main Colindale Hospital development includes the construction of an energy centre, the impact of which was assessed in a report produced by E.ON in January 2011. The report concluded that the energy centre is unlikely to result in exceedances of the air quality objectives for nitrogen dioxide and PM₁₀ at existing or proposed receptors. However, levels of nitrogen dioxide were close to exceeding the objective level next to Block A of the main development. Therefore, mitigation measures were incorporated into the design of the Energy Centre to aid greater dispersion and further reduce the impact on the proposed development site.

The applicants have submitted an Air Quality Assessment by SKM Enviros dated 12 December 2012 for the proposed development on the former College Plot. A screening assessment was carried out to determine the potential air quality impacts from road traffic at the proposed development site. The results indicated that concentrations of nitrogen dioxide and PM₁₀ were forecast to comply with the objective levels at the development site. The Air Quality Assessment report forecasts that that development of the Former College Plot site will result in a net beneficial impact on local air quality, due to reduced road traffic flows travelling along Colindale Avenue compared to those considered for the Phase 1 scheme.

The potential effects of dust generated during the construction phase of the development have been assessed qualitatively. The qualitative assessment shows that dust is expected to occur from site activities as the site is designated as high risk, although this is likely to have a short-term impact on the surrounding environment. This impact can be reduced by the use of appropriate mitigation measures and a condition is attached requiring the submission of a Construction Management Plan.

It is therefore concluded that the site is suitable for the proposed residential development from an air quality perspective.

3.7 Noise Assessment

London Plan Policy 7.15 of the London Plan states that development proposals should seek to reduce noise by minimising the existing and potential adverse impacts of noise on, from, within, or in the vicinity of, development proposals as well as separating new noise sensitive development from major noise sources wherever practicable through the use of distance, screening or internal layout in preference to sole reliance on sound insulation.

In addition standard 5.2.1 of the Mayor's Housing SPG states that developments should avoid single aspect dwellings that are north facing, exposed to Noise Exposure Category (NEC) C or D or contain three or more bedrooms.

The main source of noise at this site is the adjacent Northern Line Tube line.

A Noise Impact Assessment has been carried out for the proposed development which takes account of the relevant guidance and standards to determine the suitability of the site for noise sensitive development. Consideration has also been given in respect of internal noise levels within habitable rooms. The Noise Assessment identifies that the site will be within NEC category A and B and concludes that by incorporating building envelope treatments within the limited number of noise sensitive buildings, a good internal noise level will be achieved. No particular measures are necessary. The Noise Assessment specifies envelope construction, glazing and ventilation configurations in order to achieve satisfactory noise levels, particularly to the frontages facing the underground railway line.

The Environmental Health Officer has been consulted on the details and requested a condition requiring buildings to be constructed to meet the necessary sound insulation levels so that residents will not be adversely impacted by noise. Therefore subject to the imposition of suitable conditions officers consider that the proposals will not give rise to any unacceptable adverse impacts arising from noise.

3.8 Layout, scale and design

The NPPF advises that good design is indivisible from good planning and a key element in achieving sustainable development (Para 56). The Framework advises that permission should be refused for development which is of a poor design that fails to take opportunities available for improving the character and quality of an area and the way it functions (Para 64). It identifies that visual appearance and architecture are important but that securing high quality, inclusive design goes beyond aesthetic considerations (Para 61).

The London Plan contains a number of policies that are relevant to character and design. Policies 7.4 (Local Character) and 7.6 (Architecture) are particularly relevant. Policy 7.4 aims for buildings to provide a high quality design response that has regard to existing street patterns, ensures buildings have a positive relationship with street level activity and, in areas of poor or ill-defined character, builds on positive elements that can contribute to character. Policy 7.6 aspires to high quality architecture that is appropriate to its context and delivers inclusive, energy efficient developments with well designed indoor and outdoor spaces.

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. Policy DM15 notes that development adjacent the

green belt should not have a detrimental impact on visual amenity and respect the character of its surroundings.

Taller buildings (in excess of eight storeys) may be appropriate in the Corridor of Change and should be located in the most sustainable locations with good access to public transport, shops and services and closer to the public transport interchange (Core Strategy policy CS5 and CAAP policy 5.3).

Layout

The block layout, massing and architecture relate to, and reflect the blocks already approved. A plan is provided at Appendix 1 showing the layout of the blocks in relation to the wider masterplan for the approved Colindale Hospital development.

The proposal comprises two separate blocks on the site: N1 and N2. The arrangement of the blocks are carefully considered to relate to the geometry of the existing buildings while at the same time complete the spatial enclosure of these existing streets and spaces within the wider Colindale Hospital masterplan.

Block N1 is U shaped and follows the alignment of Charcot Road and runs parallel to Block C on the opposite side of the street. Block N1 has a frontage of 62m along Charcot Road returning down the northern side street with a frontage of 65m and a southern wing elevation of 56m facing the central communal garden. The north-western edge of N1 completes the enclosure of the central square by providing the eastern edge to the space. This northern wing of the block also picks up the alignment of Block M to the north and together they frame the shared surface side street.

Block N2 picks up the geometry of the Aparthotel and follows the same building line. It has a frontage of 45m facing Charcot Road and a return elevation of 35m facing the central communal garden. By following the building line of the Aparthotel, N2 is set back from the southern corner of N1. This set back creates an area of public space which is framed by N2, N1 and the eastern corner of Block B. Block N1 provides the backstop to the space as you view and enter from Colindale Avenue. This has informed the scale of the southern corner of N1 which is discussed in the next section below.

This space will form part of the sequence of public spaces through the development along the central spine road. The space is visible from the junction with Colindale Avenue and the new Station Piazza at Colindale Tube Station. The space widens out as you pass the Aparthotel and roundabout and forms an arrival space within the development. This space creates a generous threshold at a busy pedestrian location within the development. The commercial units are located on the ground floor of the proposed buildings, enhancing street activity throughout the day and contributing to community safety. From the arrival space the sequence progresses to the central square in the middle of the development and beyond to Montrose Square within Phase 2 which marks the point of the pedestrian link into Montrose Park.

The arrangement of the residential blocks provides secure perimeter blocks with frontages facing the street edges. The physical break between the two blocks is a deliberate design move to allow the retention of the existing large mature oak tree on the site. The space between the buildings will be landscaped to provide a communal garden for the development with the oak tree as the centrepiece to the space. The gap between the blocks also breaks up the length of the building frontage along Charcot Road.

The proposed block layout completes the urban grain of the masterplan for the Colindale Hospital site. The blocks are considered to create a well considered and legible street pattern

with clear definition between fronts and backs whilst framing the key public spaces within the masterplan.

Building Heights

A heights plan showing the proposed blocks in the context of the buildings heights of the approved Colindale Hospital development and the 18 storey Aparthotel is provided in Appendix 2.

The scale of the proposal reflects the building scale and form established in the main Colindale Hospital development while also responding to the site's immediate location adjacent to the underground line and opposite existing housing, including the listed 'Aeroville' buildings.

Buildings range from 5 storeys up to 9 storeys. The taller building heights are focused on the existing spine road (Charcot Road) which runs through the main Colindale Hospital development, and the central square. The heights then step down to the boundary of the site.

Block N1 is U shape in configuration. The northern wing of Block N1 steps up from 6 storeys to 7 storeys where it faces the central square. It then drops down to 6 storeys along Charcot Road before stepping up to 9 storeys on the south-eastern corner. It then steps back down to 6 and then 4 storeys at it's closest point to the railway lines in response to the Aeroville building on the opposite side of the railway tracks.

Block N2 is L shape in configuration. The building steps from 6 storeys along its northern arm to 7 storeys and up to 9 storeys at the southern point where it sits against the 7 and 18 storey Aparthotel block.

The scale is considered to be appropriate for the site, respecting both the scale of the adjacent completed development, the consented Aparthotel as well as the existing lower scale housing to the north east.

Design

The design of the buildings picks up on the architectural style and language established in the approved hospital development.

Each block is articulated in scale with differing heights ranging from 4 storeys to 9 storeys. This provides the first layer of articulation. Each block includes subtle steps in plan whilst upper floors are also set back to create terraces. These are followed by changes in material to give further articulation to the blocks through a vertical rhythm within the facades. The upper floors are often set back giving the effect of an outer layer or 'skin' to the building which moves up and down along the elevations. Two contrasting colours of brick are proposed. A lighter brick will form the outer layer with a darker brick used in the set back areas. The combination of changes in overall scale in the blocks combined with the steps and set backs in plan as well as vertical rhythm created by the brickwork create varied and interesting buildings.

On the 9 storey southern corner of Block N1 a projecting balcony feature wraps the corner of the building rising above the parapet line. This provides a visual feature as the termination of the key view into the site from Colindale Avenue. Cantilevered balconies and large floor-to-ceiling windows provide further interest to the elevations of both buildings. The main stair cores are emphasised as large openings that run the full height of the building.

The inner courtyard elevations are composed with lighter materials rain screen cladding. Areas of red/brown cladding will be used to provide accents on key corners. Balconies are provided within a steel framework which projects from the buildings.

The overall architectural approach and proposed approach to materials, combined with the robust urban design layout are considered to create a high quality completion to the existing masterplan.

Conclusion

In conclusion, the application will deliver urban design led layout with public spaces and streets framed by buildings of quality architecture which reflect the scale and form of development established by the main Colindale Hospital development and will compliment and complete the masterplan for the wider site.

3.9 Impact on Listed Buildings

The application is accompanied by a Cultural Heritage Desk Based Assessment prepared by CgMs which seeks to establish the Cultural Heritage potential of the site, and to provide guidance on ways to accommodate any Cultural Heritage constraints identified.

There are two listed buildings in the vicinity of the application site. The first is the Grade II listed former Hospital Administrative Block is located to the west within the wider Colindale Hospital site. This building has been restored and converted as part of the wider development to provide residential flats. The second is the Grade II listed block of social housing 'Aeroville' to the east of the site on the opposite side of the railway lines. Aeroville has been listed in the intervening time since the main development on the former hospital site was granted. Aeroville was built just after the first world war by local factory owner and aviator Claude Grahame-White to house workers for his aviation business. The design was intended to be the beginning of a larger development, however no further blocks in this style were constructed as factory demand dropped after the war. Aeroville is relatively close to the tracks with private gardens backing onto the tracks opposite the site.

The former Hospital Administrative Block is only partly visible from the application site and will be screened from the proposed development by an existing four storey block of residential apartments immediately to its east and by four storey, seven storey, six storey and eight storey blocks of residential apartments to the south and south east of the former Hospital Administrative Block. The proposed development is therefore concluded to have a neutral impact on the setting of the Grade II listed former Hospital Administrative Block, which is formed entirely of modern recent development.

The proposed development will be intervisible with the Grade II listed Aeroville building to the east. However, at it's tallest point of nine storeys the proposed development will only be a single storey higher than existing built development immediately to the west of the application (Blocks L and M) which are part of the current development. The proposal will also be nine storeys lower than the consented 18 storey Aparthotel building immediately to the south east. The main development on the hospital site was approved before Aeroville was listed. The listing therefore accounted for the buildings location nearby to a new development. The proposed development is therefore concluded to have a neutral impact on the setting of the Grade II listed Aeroville.

3.10 Impact on Amenities of Neighbouring and Surrounding Occupiers

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. Barnet's Draft Residential Design Guidance Supplementary Planning Document (published November 2012) provides further guidance on safeguarding the amenities of neighbouring and surrounding occupiers and users.

Privacy and Outlook

A distance of 23.5m is provided between Block N1 and Block M to the north within the main Colindale Hospital development. A distance of 21m is provided between N1 and the completed buildings (Block C) on the opposite side of Charcot Road. The scheme accords with the 21m separation distance between habitable rooms which is recommended in the Council's Residential Design Guidance. The distance is considered to be sufficient to provide adequate levels of privacy for the future and adjoining occupiers.

Block N1 presents two end elevations of the two wings towards Aeroville. These end elevations measure 13m across and have habitable windows within them. N1 is positioned at an angle to Aeroville. As a result the windows are not directly looking towards Aeroville. At its closest point, the 4 storey (southern) wing of Block N1 would be 35m from Aeroville and the 6 storey (northern) wing would be 40m. The 9 storey element of N1 would be over 60m from the nearest part of the buildings at Aeroville. Existing trees along the boundary of the site will be retained. The distance between the buildings, combined with the angle of the building, the relatively narrow width of the end elevations and the retained trees along the boundary are considered to be sufficient to ensure that the privacy of the adjacent properties in Aeroville is not adversely affected.

The 6 storey element of Block N2 which has an elevation of 13m wide, will be 40m from the rear elevations of the nearest properties in Currie Gardens, whilst the 9 storey element of Block N2 would be 54m from the properties in Currie Gardens. The south-eastern corner of Block N1 would be 45m from the properties in Currie Gardens and is set at an angle. These distances, combined with the significant area of existing vegetation on the northern side of the railway tracks is considered to be sufficient to ensure that the privacy of the adjacent properties in Currie Gardens is not adversely affected.

Outlook

The site is currently cleared but was previously occupied by buildings that formed part of the former Colindale Hospital ranging from 2 to 4 storeys. There are a number of trees along the boundary of the site with the railway lines that will be retained. The proposed development would present buildings of between 4 and 9 storeys with the end elevations of the blocks closest to the residential properties to the north and east being 4 and 6 storeys. This would be higher than the building previously on the site. However Block N1 is arranged on an axis angled away from the site boundary and N2 only presents a limited end elevation to the railway line. The scale of the proposed buildings has been considered carefully to step down towards the railway to respect the scale of the existing properties. When considered with the separation distance from existing residential properties, the proposed buildings are not considered to have an unacceptable impact on the outlook from neighbouring properties to the north-east.

In terms of outlook for the residents of the newly built flats within the Colindale Hospital development, the original masterplan for the overall site envisaged a new college building on this plot of land. Therefore the site was always intended to be developed and contain a substantial college building of up to 17,000sqm. The proposed buildings are designed to reflect the architectural character of the wider Colindale Hospital development and the

proposals are not considered to significantly harm the outlook of neighbouring properties within the new blocks on the development.

Daylight, Sunlight and Overshadowing

National Guidance is contained in the Building Research Establishment's 1991 publication "Site layout planning for daylight and sunlight: A guide to good practice (referred to as the "BRE Guide")". The BRE report advises daylight levels should be assessed for the main habitable rooms of residential property. Habitable rooms in residential properties are defined as kitchens, living rooms, dining rooms and bedrooms although bedrooms are considered less important as they are mainly occupied at night.

Several methods for calculating daylight that can be employed in various situations. The vertical sky component (VSC) to habitable rooms establishes the amount of daylight enjoyed on the face of the window. The BRE guide advises that a building may be adversely affected by a development if, "the VSC at the centre of an existing main window is reduced to less than 27% or less than 0.8 times its former value". If with the new development in place the window does not achieve 27% VSC but is more than 0.8 times its former value then the guidelines state that skylight is unlikely to be seriously affected.

The average daylight factor (ADF) is a more detailed assessment employed generally used to assess the adequacy of daylight within scheme proposals but it can also be employed where detailed information is known for neighbouring properties. The ADF analysis takes into account the size of the window in question, the size of the room it serves and any other windows serving the room. The recommended minimum ADF levels depend on the room use with these being 2% for kitchens, 1.5% for living rooms and 1% for bedrooms.

A Daylight and Sunlight Assessment has been submitted with the application. The report concludes that 78% of the neighbouring windows assessed achieve VSC of greater than 27% or will experience a nonmaterial loss of less than 20%. Importantly, all rooms, except one in the neighbouring building (Block L) within the Pulse development, achieve or exceed the recommended minimum levels of ADF. The room which fails already does so at the present time and so the proposed development would not worsen this. The impact on daylight is considered to be typical of urban areas such as this part of Colindale.

The report also assesses the impact on 3-10 Aeroville, 1-12, 13-24 and 25-30 Curie Gardens. These properties are located to the north-east and east of the site on the other side of the railway. The report demonstrates that all windows serving habitable rooms within these properties will achieve a VSC of greater than 27% or 0.8 times the existing value following the implementation of the proposals. The proposals will therefore achieve the VSC tests and the BRE Guidelines are met.

Given the distance of the nearest properties from the application site, and having regard to the scale of the buildings which step down to 4 and 6 storeys with elevations of limited width facing the railway lines, the potential for overshadowing is considered to be limited.

The Assessment demonstrates that there would be no adverse impacts for adjoining residents with regards to daylight and sunlight.

Noise

The mix of uses proposed on the site are compatible with a residential area and would not be expected to generate unacceptable noise levels in the course of their normal operation. The proposed uses reflect the location close to the tube station where there are commercial uses on the ground floors of other buildings. The commercial units are restricted to opening hours

of 8am to 7pm which reflects their limited size and the nature of the uses (e.g a small café or small shop). The development will be accessed from Charcot Road which already provides vehicular access to the main development and the scale of the development is not sufficient to give rise to significant concerns in respect of noise from traffic or general pedestrian comings and goings when the existing development is taken into account.

Conclusion for impacts on amenities of neighbouring and surrounding occupiers

It is noted that a number of comments of objection have been submitted from residents in relation to concerns of overlooking, overbearing relationship. However, as set out above, 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 and that no significant loss of amenity will result to neighbouring buildings.

3.11 Trees and landscaping

Trees

Trees on the former Colindale Hospital site are included within the 'Colindale Hospital and Adjacent, Colindale Avenue, London NW9' Tree Preservation Order 2004 (reference TRE/HE/78). It includes all the trees growing within the boundaries of area A1 (marked on the plan) that were growing at the date the Order was made (10th May 2004). This essentially covers all of the trees at the site.

As part of the planning application, the applicants have submitted a tree survey of the site undertaken by independent arboricultural consultants. This identifies the type and condition of all of the trees on the site in accordance with British Standard BS5837:2005.

The Category A oak tree within the site will be retained and provide the centrepiece for the courtyard garden.

Category B and C trees along the boundary of the underground line will also be retained and will provide visual screening and noise attenuation. Suitable protection will be provided for retained trees in accordance with the Tree Survey and Impact Appraisal. This will be secured by conditions recommended at the beginning of this report.

A number of trees will need to be removed to facilitate the proposed development (mostly category C and some B) and some have to be removed for safety or good arboricultural practice (Category U). Approximately 34 new trees will be planted along the street frontages, 'arrival square' and podium garden.

The applicants have submitted a Landscape Strategy for the development. The scheme will provide a landscape structure of new trees ranging from semi-mature trees in key locations and in peripheral areas to smaller growing specimen trees in the courtyards and podium deck gardens. This will provide a significant number of new trees which will be able to grow to maturity. Tree species (and cultivated varieties of species) will be selected from the following native trees to suit, in terms of mature size, the dimensions of the spaces in which the trees are to grow without future inconvenience to the residents or disruption to buildings:

Acer campestre
Field Maple
Alnus glutinosa
Alder
Betula pendula
Birch

Prunus avium
Wild Cherry
Prunus padus
Bird Cherry
Sorbus aucuparia
Rowan

Carpinus betulus
Hornbeam
Fagus sylvatica
Beech
Fraxinus excelsior
Ash

Sorbus aria
Whitebeam
Tilia cordata
Small Leaved Lime
Crataegus monogyna
Hawthorn

Where appropriate the scheme will include a number of suitable larger native species of trees. The aim of the proposed planting will be to provide a long-term improvement in biodiversity and a landscape gain in terms of tree cover. The provision of native landscaping will also contribute towards the objective of sustainability.

Whilst the redevelopment will result in the loss of trees from the site, efforts have been made to retain the best quality trees and design the development around them. The layout of the development is designed around the key oak tree which forms a centre piece to the scheme. Retention of the mature trees where possible accords with CAAP policy 5.5.

On balance, the mitigation through new tree planting combined with the regeneration benefits for the wider Colindale AAP area arising from the development, including the delivery of new housing, are considered to justify the loss of trees from the site.

Landscape strategy

A key element of the new landscape will be the creation of landscape character areas as follows:

Arrival Square - The buildings will form a public square facing Charcot Road incorporating a grid of new trees echoing the character of the Colindale Station piazza.

Site Frontage - A line of new street trees will be planted in front of Block N1 to reinforce and enhance the landscape character of the central access road.

New Streets - The new streets around the buildings will be enhanced with avenues and lines of trees as well as individual large specimen trees at key focal points continuing the theme of the Phase 1 street planting.

Podium Deck Garden - The podium deck garden with small multi-stemmed trees, hedges and flowering plants will provide a sequence of private terraces and communal gardens for resident's use incorporating toddler's play and casual recreation.

Courtyard Garden - A retained mature Oak tree will form the centrepiece of a private landscaped amenity space between the buildings which will include private terraces to ground floor residences and routes to building entrances for pedestrian circulation. The space will also provide a meeting place with seating for resident's use enclosed by flowering plants and low hedges.

Parking Courts - New parking courts will be provided on the railway boundary incorporating existing boundary trees in a scheme of new tree planting to offer screening of the site in views from the east.

The proposed landscape strategy is considered to be appropriate for the site and will create a variety of spaces that will stitch into the surrounding development on the site.

3.12 Energy and sustainability

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:

1. Be lean: use less energy
2. Be clean: supply energy efficiently
3. Be green: use renewable energy

It requires major developments achieve a 25% reduction in carbon dioxide emissions reduction residential buildings based on 2010 Building Regulations.

Policy 5.3 goes on to set out the sustainable design and construction measures required in major developments. Policy 5.5 and 5.6 require developments to connect to decentralised energy networks where they are available.

Colindale AAP Policy 6.1 also requires developments in Colindale to make the fullest contribution to the mitigation of, and adaptation to, climate change and to minimise emissions of carbon dioxide and reduce consumption of natural resources using the energy hierarchy. AAP Policy 6.2 requires developments to link in to, and support, a Colindale-wide CHP and district heating system with a central energy centre.

Development Management policy DM01 states that all development should demonstrate high levels of environmental awareness and contribute to climate change mitigation and adaptation. Policy DM04 requires all major developments to provide a statement which demonstrate compliance with the Mayors 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 council's adopted Sustainable Design and Construction SPD provides that where applicants commit to a Code Level 4 or above against the Code for Sustainable Homes there will be no further specific requirements for the provision of a set minimum level of on-site renewable energy generation for residential developments.

Connection to the Colindale Community Energy System

The proposed development will connect to the Colindale Community Energy System and Energy Centre which serves the wider Colindale Hospital development. The Energy Centre will provide heating and hot water via a centralised energy centre distributing heat through an underground heating pipe network. The Energy Centre currently provides the heating and hot water for all 726 residential units in the approved hospital development, the 240 units approved at Phase 2, the Aparthotel, the commercial units beneath the hotel and around the piazza, as well as the residential development of 104 flats at Brent Works on the opposite side of Colindale Avenue. Any electricity generated on site will firstly be utilised on the site to service the electrical loads of the large commercial anchor customers and any excess electrical generation will supply electricity back onto the grid. The energy system is operated and managed by E.ON Sustainable Energy, a division of E.ON UK plc as the Energy Services Company who will also be responsible for billing customers for their heat (and power, where supplying electricity). When the current application is included, the Energy Centre will heat over 1000 homes and a significant number of commercial properties in this part of Colindale.

The provision of a central energy centre and distributed energy network to form a community energy system, is a key requirement of meeting the sustainability aspirations of the London Plan and the Colindale Area Action Plan (CAAP). It is also critical to delivering key on-site

sustainable energy measures to satisfy requirements within the Code for Sustainable Homes and BREEAM.

CO2 Reduction

An Energy Strategy prepared by Think Three has been submitted with the application. The statement demonstrates the measures proposed for mitigating energy use and abating CO2 emissions on site to respond to various planning and building regulation compliance requirements aimed at addressing the impacts of climate change.

In order to determine the quantum of energy mitigation and low/zero carbon energy generation required to satisfy the policy requirements, the baseline energy demand for the site is modelled where it is constructed to meet the minimum requirements under the 2010 Building Regulations (notional baseline building specification).

The energy strategy seeks to minimise CO2 emissions by following the energy hierarchy within the London Plan as follows:

- 'Be lean' – the development provides high density housing utilising efficient build forms which inherently reduce energy demand. Enhancements to the building fabric and construction will deliver further reductions in energy demand. This means that the development will use less energy to begin with. The buildings will be constructed to meet Code Level 4. This approach will reduce CO2 emissions by greater than 44%;
- 'Be clean' – Connection to the Colindale Community Energy System ensures heating and hot water is provided efficiently through a centralised energy centre which consumes less gas and ensures efficient technologies like Combined Heat & Power plant can be utilised to deliver emissions reductions on-site;
- 'Be green' – biomass boiler technologies working in parallel with gas fired Combined Heat & Power will ensure that at least 20% of the emissions reductions are delivered using renewable sources on site.

Because the development is connecting into the Energy Centre and the local heating network, it is 'future proofed' for possible changes in fuel sources, legislation, and technology. This allows the Energy Centre boiler plant to be upgraded in the future rather than having to replace hundreds of individual boilers in each flat.

Colindale AAP Policy 6.3 requires residential development to achieve a minimum rating of Level 4 of the Code for Sustainable Homes, subject to a viability assessment. All of the flats proposed in this application will be designed to Code Level 4.

Conclusion for Energy and Sustainability

In summary, the development will:

- Reduce CO2 emissions by greater than 44%
- Abate 20% of CO2 emissions using renewable sources on-site
- Achieve a rating of Level 4 of the Code for Sustainable Homes for all dwellings
- Achieve a BREEAM Excellent rating for all non-residential buildings

The system has been designed by E.ON UK plc, a major energy supply company operating across Europe. It will be installed, operated and maintained by E.ON sustainable Energy, a division of E.ON UK plc as the Energy Services Company for a minimum of 25 years.

Customers of the system will benefit from E.ON's vast experience of managing similar systems in the UK and Europe. The centralised system offers benefits to customers through

efficient procurement of fuel (gas and biomass) and thereby insulates customers from retail utility price volatility.

The cost of customers' energy bills will be lower than costs of meeting their heating and hot water needs through conventional individual boilers, where much greater certainty of the monthly/annual costs is made possible because the variable heat usage charge forms a smaller proportion of the overall cost.

In contrast to conventional energy systems where individual plant solutions are specified, customers of the Colindale Community Energy system will benefit from the provision of full back-up energy generating plant in the event the priority firing plant failing, thereby minimising any risk of disruption to energy supply or services.

The proposals will deliver high quality, sustainable development in compliance with the requirements set out in the London Plan, Development Management Policies DPD and the Colindale AAP. The development will deliver a carbon saving of over 40% through insulated, efficient building design and construction and connection to the Colindale Energy Centre and district heat network. 20% of the CO₂ emission reductions will be achieved through renewable energy. All of the flats will be built to meet Code for Sustainable Homes Level 4. The application is considered to comply with London Plan policies 5.3, 5.5, 5.6 and 5.7, Development Management policies DM01 and DM04, and Colindale AAP policies 6.1, 6.2 and 6.3.

3.13 Flood Risk

Policy DM04 part g) states that development should demonstrate compliance with the London Plan water hierarchy for run off especially in areas identified as prone to flooding from surface water run off. Colindale AAP Policy 6.5 requires all development to incorporate Sustainable Drainage Systems (SUDS) to manage surface water run-off.

The application site is located within Flood Zone 1 where there is a low risk of flooding of less than 0.1% and is therefore deemed suitable for all forms of land use.

The former hospital site was served by a traditional surface water drainage network, without attenuation devices, which was believed to be overwhelmed on a relatively frequent basis causing localised flooding and uncontrolled run off to adjoining land. As part of the main Colindale Hospital development a new surface water drainage system has been installed that incorporates Sustainable Urban Drainage Systems (SuDS) features and flow control devices to restrict surface water runoff generated by rainfall events to greenfield runoff rates.

Surface water runoff will be directed to the Phase 1 surface water sewer, which has been designed to accommodate discharge from this site as it was formerly reserved for a College. However, the impermeable area will be increased by the proposed development and, as a consequence, there is potential for the peak rate and volume of surface water runoff from the site to be increased. To meet the requirements of the NPPF, a drainage system capable of attenuating storm events up to and including the 1% annual probability event including an additional 30% to allow for climate change would be required to ensure that post developed runoff rates do not exceed existing runoff rates.

Attenuation Storage is proposed in the form of a cascading system of Sustainable Drainage Systems that will be capable of restricting runoff from the developed site to greenfield rates. In the first instance, void systems will be provided below green roofs on the podium deck to attenuate and improve the quality of runoff from the deck and the surrounding roofs. Porous paving will be provided within car parking spaces to attenuate and improve the quality of

runoff from external paved areas. Cellular storage tanks are also proposed to provide a further level of attenuation and to contain runoff from extreme events.

Long Term Storage is proposed in the form of green roofs and rainwater harvesting devices, which will prevent runoff from entering the Tramway Ditch and Silk Stream by permit the rainwater to be evaporated or transpired back into the atmosphere or reused within the building, respectively.

This preliminary drainage strategy has demonstrated that there is sufficient open space throughout the Proposed Development to accommodate the range of SUDS features that are described in the preceding paragraphs. This approach provides a method of reducing the peak rate of runoff discharged from the Proposed Development to greenfield runoff rates, whilst also ensuring that the volume of runoff discharged from the Application Site is not increased. The proposed SuDS will also improve the quality of runoff and enhance landscape and amenity value. Consequently, it is considered that flood risk should not form a barrier to the granting of planning consent.

The Environment Agency has been consulted and have no objections to the application. Conditions are imposed requiring the measures specified within the submitted FRA and drainage strategy to be implemented. Subject to these conditions the scheme is not considered to give rise to an increase in flood risk, water pollution or an adverse impact upon the natural features and character of the area.

The proposed development represents an opportunity to reduce flood risk by improving drainage. The application therefore accords with Colindale AAP Policy 6.5 and DM Policy DM04.

3.14 Transport and movement

Policy CS9 of the Barnet Core Strategy (Providing safe, effective and efficient travel) identifies that the Council will seek to ensure more efficient use of the local road network, seek more environmentally friendly transport networks, ensure that development is matched to capacity and promote the delivery of appropriate transport infrastructure. Policy DM17 (Travel impact and parking standards) of the Barnet Development Management Plan Document sets out the parking standards that the Council will apply when assessing new developments. Policy DM17 seeks 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.

Existing transport context

Colindale Underground Station is located less than 100m from the site and provides direct links into Central London. Colindale station is on the Northern Line and currently operates trains at a peak hour frequency of approximately 20 trains per hour. There are committed proposals by TfL to improve the signaling on the Northern Line which will enable frequencies to increase up to 24 trains per hour.

The PTAL Score for the site is 4 based on the proximity to Colindale Tube Station, the new interchange bus routes. There are 2 bus routes that run along Colindale Avenue and stop at Colindale Tube Station: the 204 and the 303. Route 204 is a high frequency double deck service that operates between Edgware Bus Station and Sudbury Town Station. There are no capacity related problems predicted on this bus service with the addition of the

development trips. Similarly, there are no predicted capacity issues on route 303 which is a single deck service that runs between Edgware Bus Station and Colindale Asda. An additional 4 bus services are available along the A5 (Edgware Road) within a 12 minute walk of the site. As part of the consented Colindale Hospital development and associated highways works, a new bus lay-by large enough to take two buses has been provided on the north side of Colindale Avenue outside Colindale Underground Station. This has replaced the old single bus stop that was previously on the road (i.e. no lay-by). This improvement means that two buses can use the bus stop at the same time and it also means that traffic can get passed while the buses are stopped.

Parking restrictions - the site is located within the Colindale Controlled Parking Zone (Zone P) which operates one hour parking controls from Mon-Fri (2pm-3pm). On Colindale Avenue, a waiting restriction from Monday to Sunday 8:00am-6:30pm is in operation with 'At Any Time' restriction in the vicinity of the Underground Station.

The proposed development will be accessed through the main Colindale Hospital development which is currently under construction via the new junction with Colindale Avenue that has been constructed as part of the approved scheme. The site access junction comprises of a three arm T-Junction and an assessment of the predicted operation of the junction, including the addition of traffic relating to the development proposals has been carried out.

Transport Assessment

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.

Colindale AAP Policy 3.6 advises that development proposals will require the submission of a travel plan and transport assessment and include appropriate measures to minimise impacts on the local highway network and promote the use of public transport, walking and cycling.

A Transport Assessment (TA) was submitted for the main Colindale Hospital development (Phase 1) (ref H/00342/09) which assessed the impact of the proposed development on the road network and provided an analysis of the site's accessibility by alternative modes of transport. The TA assessed the development of 714 residential flats, a 17,000sqm college facility and a 293 bed Aparthotel. The TA submitted as part of the more recent application for the NBS Expansion / Birch / Willow / Elysian land at the rear of the hospital site (Phase 2) also assessed two possible options for alternative development on the former College Plot. The following options were submitted as separate outline applications which were subsequently withdrawn.

- Option 1 (H/04542/11): Reduction in scale of the college facilities permitted at Phase 1, alongside the provision of additional residential dwellings. The gross floor area (GFA) of the college in that case would have reduced from 17,000sqm to approximately 6,600sqm and an additional 67 residential dwellings were assessed, along with a small element of commercial floorspace at ground level
- Option 2 (H/04543/11): Replacement of the permitted college facilities (on the basis that the college does not relocate onto the Former Colindale Hospital site) with 170 residential dwellings and a small element of commercial floor space at ground level

In considering both of the options referred to above, the Phase 2 TA presented comparable transport scenarios which allowed the alternative development options for the former College plot site to be analysed.

A TA prepared by URS has been submitted with this application which assesses the potential impact of the proposed development. The TA for the current application has been prepared in relation to the proposed development to provide 157 residential dwellings on the Former College Land site, in place of the previously proposed college facilities.

The TA provides an indication of the number of vehicle movements which may be expected for the existing uses and the proposed development by reference to trip rate information.

Trip Generation, Distribution and Highway Impact

The predicted trip generation has taken into account the TAs submitted for Phase 1 and Phase 2 developments at the Colindale Hospital site. The TA for Phase 1 considered the trips associated with new college facility. The predicted trip generation for the original college facility is shown below on the table.

Table 1. Trip rates agreed for the original College facility

Peak Hours	Car and passenger Arrivals	Car and passenger Departures	Total trips
(8:00- 9:00)AM	144	11	155
(17:00-18:00)PM	37	43	80

The trip rates used to assess the Phase 1 application have been used to assess the residential units within the current application. These are shown in the table below.

Table 2. Trip rates agreed for residential development at Colindale Hospital Phase 1

Peak Hours	Arrivals	Departures	Total
(8:00- 9:00)AM	0.046	0.136	0.182
(17:00-18:00)PM	0.090	0.051	0.141

Using these trip rates the following vehicular trips have been calculated for the previous outline application which proposed 170 residential units on the College Plot.

Table 3. Trip rates for the previous outline application for 170 residential units on the College Plot

Peak Hours	Arrivals	Departures	Total
(8:00- 9:00)AM	8	23	31
(17:00-18:00)PM	15	9	24

The net vehicular trips for the previously proposed 170 unit scheme application can be derived by subtracting the trips generated by the proposed 170 units from the trips generated by the college facility originally proposed on the site. These are shown in the table below.

Table 4. Net vehicular Trip Generation for AM and PM peak hours

AM Peak	Arrivals	Departures	Total
(8:00- 9:00)	-136	12	-124

PM Peak	Arrivals	Departures	Total
(17:00-18:00)	-22	-34	-56

The current application comprises of 157 residential dwellings and 242sqm of commercial/retail space and the vehicle trip generation is set out on Table 5 below.

Table 5. Residential Vehicular Trips for current application

AM Peak	Arrivals	Departures	Total
(8:00- 9:00)	7	21	28

PM Peak	Arrivals	Departures	Total
(17:00-18:00)	14	8	22

The TA has compared the trip generation for the original proposal for the college facility against that of the residential dwellings now proposed as set out in Table 6 below.

Table 6. Net Vehicular Trip Generation: College Vs current residential application

AM Peak	Arrivals	Departures	Total
(8:00- 9:00)	-137	10	-127

PM Peak	Arrivals	Departures	Total
(17:00-18:00)	-23	-35	-58

This comparison shows that the current proposals would generate 127 and 58 fewer vehicle trips in the AM and PM peaks respectively in comparison to the original proposal to provide a new college on the site as was envisaged in the original Colindale Hospital masterplan and was assessed in the TA submitted with the original application. On the basis that there are less trips generated by the current residential proposal when compared to original proposal for a College, the Council's Highways officers consider that the application is acceptable in relation to traffic impact and trips.

Junction Capacity

The TA includes an assessment of the operation of the site access at it's junction with Colindale Avenue. The results show that the junction is well within capacity The worst case is in the AM Peak with the site access turning left at 32% of capacity and a queue of 1 vehicle and turning right at 64% of capacity and a queue of 2 vehicles. Colindale Avenue (east) ahead 49% of capacity and a queue of 2 vehicles and right 49% of capacity and a queue of 1 vehicle.

As part of Colindale Area Action Plan, there are proposals to improve various junctions within close proximity of the site. These are as follows:

- Bunns Lane / Grahame Park Way Junction Improvements – The implementation of this scheme is programmed to commence in July and all works would be completed by November 13.
- Montrose Avenue / A5 Junction Improvement Scheme – Scheme is likely to be implemented during 2014/15 financial year
- Colindale Avenue / A5 Junction Improvement Scheme – Scheme is likely to be implemented in 2014

Once above works are completed, these measures will improve and mitigate traffic congestion in this area.

Car Parking

The application proposes 110 residential parking spaces for the 157 units which is equivalent to 0.7 spaces per unit. Two further spaces are proposed for the commercial units. The proposed residential parking ratio of 70% is the same level of car parking that was approved in the main Colindale Hospital development and the more recent Phase 2 application. The spaces will be located at grade beneath the podium of Block N3, along the side street and access to the undercroft car park, and to the rear of Block N2 in a surface car park.

The proposed level of parking accords with the London Plan (2011) parking standards of 1 space per unit to less than 1 space per unit for 1 to 2 bedroom flats where developments are in areas of good public transport accessibility. The parking provision is also in line with Policy 3.5 of the adopted Colindale AAP which advises that parking provision of 0.7 spaces per unit will be encouraged on sites within close proximity to the public transport interchange, neighbourhood centre and high frequency bus routes.

This level of car parking will be supported by a Travel Plan for the development which will include tangible incentives for future residents to encourage use of other modes of travel. The incentives will be comparable to the Travel Plan agreed for the main Colindale Hospital development. Travel Plan measures are discussed in the section below.

The car parking within the development on the non-adopted roads and car parks will be controlled through a Car Parking Management Plan which will be secured by condition.

The London Plan states that “adequate parking spaces for disabled people must be provided, preferably on site”. The proposals include the provision of 14 disabled car parking spaces. This reflects the level of disabled car parking provided in the main Colindale Hospital development and is considered to be acceptable.

In order to prevent parking displacement from the main Colindale Hospital development and other approved nearby developments, a contribution of £15,000 was secured through the S106 agreement for application H/00342/09 to enable the Council to carry out a review of the Controlled Parking Zone (CPZ) in the area. A further £30,000 was also be secured to towards implementing an extension to the CPZ. Subject to consultation, a revised or extended Controlled Parking Zone (CPZ) will be introduced in the area. The adopted Colindale Hospital spine road will be included on the revised CPZ.

It is considered that, given the proximity of the site to Colindale Underground Station and bus services on Colindale Avenue, and in view of the Travel Plan initiatives that will be secured for the scheme to encourage the use of other means of transport to the car, and the existing and proposed extension to the CPZ in the local area, the proposed car parking provision of 70% is sufficient and accords with London Plan and Colindale AAP policy.

Car parking management

A number of objections have been received in relation to parking within the Colindale Hospital (‘Pulse’) development.

A Parking Strategy and Management Plan (February 2010) was approved for the main Colindale Hospital development pursuant to the requirement of Condition 7 of planning permission H/00342/09. The principal objectives of the PSMP are:

1. To ensure that the approved layout and number of parking spaces within the development are available for future occupants, within the phased provision, at all times.
2. To provide the agreed number of electric car charging points, as outlined in Condition 40 of the aforementioned consent, to both surface and undercroft parking areas.
3. To deter non-residents or other unauthorised individuals from parking within the development, including those future users of the Aparthotel, the Underground station, the college land, the NBS and Montrose Park.
4. To ensure that parking tied to future residents of the development does not spill into and congest the neighbouring streets (outside the development).
5. To ensure that the access and egress of vehicles to and from the NBS and the emergency access to the HPA is kept clear with minimal hindrance / obstruction both during and after construction of the development.
6. To introduce a monitoring regime that is enforced throughout construction and beyond the completion of the approved development.

Fairview have advised that the management of car parking at the Pulse development did not start immediately, as occupations needed to take place and the parking spaces needed to be provided. However, car parking management commenced earlier this year following the issue of parking permits. Since then there has been a three month 'grace period' for residents to get used to the parking regime, during which warnings, but no parking fines, have been issued. From the end of May penalties will be served for parking violations.

The following information has been provided by Crabtree Property Management, the managing agent responsible for The Pulse.

Parking Signage and Permits

Residents were informed of the car parking scheme on 8th February 2013 and advised that it would go live from 1st March 2013. Occupied flats who have purchased a parking bay have been provided with 1 allocated parking permit for their allocated bay. In addition, all occupied flats have been provided with 1 permit to park in the unallocated bays marked 'P' which are available on a first come first serve basis, and all occupied flat have also been provided with 1 visitor permit to be used in the bays marked 'P'. As each new flat is occupied, permits are delivered by hand shortly afterwards.

Car Parking Management and Enforcement

Crabtree has engaged the services of a car parking contractor, UK CPM, to manage the car parking scheme. UK CPM carry out patrols to the development at varying times during the day and usually 5-6 times a week. If vehicles are parked in the wrong bays or not displaying a correct permit, they are issued with a penalty charge notice. Crabtree will have the facility to see how many notices are issued on the development and will be able to provide fortnightly or monthly reports. UK CPM will continue to carry out random patrols at the development during the week. It is their intention to carry out daily patrols.

The level of control on the site is considered sufficient. A condition is recommended for this application requiring a car parking management plan to be submitted.

Cycle Parking

Table 6.3 of the London Plan (2011) sets out that for residential developments, a ratio of 1 cycle space per 1 or 2 bedroom unit should be provided, with 2 spaces being provided for properties with 3 or more bedrooms.

In compliance with the London Plan (2011), a total of 196 cycle parking spaces will be provided to serve the residential development. A further 12 cycle spaces are provided for the commercial units. This is considered sufficient in accordance with the London Plan policy requirement.

Car Club

Colindale AAP Policy 3.6 advises that developers should also consider car sharing schemes and car clubs. A Car Club is a scheme that provides its members with quick and easy access to a car for short term hire. Members can make use of car club vehicles as and when they need them. This scheme is aimed at reducing the need for individuals to own a car.

A car club has been provided in connection with the main Colindale Hospital development and is also operating at the Brent Works ('Rhythm') development on the south side of Colindale Avenue. The car club services will be run by ZipCar (formerly Streetcar) subject to demand. A total of 5 car club vehicles were proposed to be provided for use at the site (being introduced on a phased basis). All householders within the development are given free lifetime membership of the car club and also receive £100 driving credit which is provided by Fairview New Homes.

The use of the Car Club will be extended to the future residents of Phase 2 of the development when the flats are completed. The car club will therefore also be available for the occupiers of the flats proposed within this application. Further vehicles may be provided by ZipCar, subject to demand.

Travel Plan

A draft Travel Plan dated December 2012 has been submitted for the proposed development that follows the format of the Travel Plans submitted for the main Colindale Hospital development and the more recent Phase 2 application.

The Travel Plan sets out measures to encourage walking, cycling and use of public transport as well as the car club, car sharing. This information will form part of a Welcome Information Pack (WIP), which will be distributed to residents when they buy a flat on the development to make them fully aware of the alternative transport measures available to them. These packs are already being used in the parts of the main development that have been occupied and an example has been submitted with the application.

The existing Travel Plan for the main development includes a range of measures and incentives that are funded by Fairview New Homes. These include the car club membership and driving credit, travel vouchers allowing residents to claim for travel using public transport.

The main Travel Plan for the site will be extended, updated and resubmitted to encompass the units within this application. A similar range of incentives are and these will be secured through the Section 106 process. This will include funding the following:

- The Travel Plan shall link in with the Car Club provided on the main Colindale Hospital development approved under planning reference H/00342/09 and shall provide suitable dedicated car club parking spaces;
- Provision of £50 travel voucher for first occupiers of the units hereby approved towards travel by public transport within the London area (with a maximum of 2 per unit) up to a maximum cost of £15,700 to the applicant. The Travel Plan shall include a target that 50% of the units shall take up the travel vouchers within the first year of occupation;

- Provision of a total of £265 per unit (up to a maximum cost of £41,605 to the applicant) towards lifetime car club membership and associated car club usage comprising £165 lifetime membership for 1st occupiers which shall be transferable to the following occupant at no cost, and £100 free driving credit to the 1st applicant for each lifetime membership. The Travel Plan shall include an evidence based target for take up of the car club membership and driving credit;
- Provision for five years of an annual workshop for the servicing and maintenance of bicycles in order to encourage occupiers to cycle more regularly;
- To fund all marketing material which is travel plan specific (it will be expected that the car club operator will provide bespoke information which can be distributed for the development, based on previous arrangements)
- The appointment of a Travel Plan Co-ordinator for a period of five years from first occupation
- Funding for the completion of the travel plan surveys, which will be co-ordinated by the Travel Plan Co-ordinator

A contribution of £5,000 is required to towards the Council's costs in promoting more sustainable modes of transport and monitoring the travel plan that will be submitted for the development.

2012 Travel plan monitoring report for the Pulse development

The Council's Travel Plan Coordinator is in liaison with the developer. A Monitoring Report was submitted by The Travel Plan Coordinator (URS) to the Council in January 2013 for the Travel Plan at the main Colindale Hospital development. 258 units were completed and occupied at Oct 2012, however, it should be noted that only 76 households participated in the survey, representing 29% of completed and occupied units (at Oct 2012), equivalent to 11% of the whole Phase 1 site.

Initial travel surveys indicated that car use varied from 21% (work use) to 36% (recreational use). The initial target for car use (set in 2010 TP) was less than 39% over a 5 year period from implementation, therefore the development is currently in line with this initial target. Public transport use was particularly high 72.5% (work use) and 63% (recreational use) which reflects the site's location close to Colindale Tube Station and the bus services. Cycling and walking trips were recorded as very low.

There was a very low take-up of travel incentive vouchers, with only 23 adults (from 16 households) claiming their public transport vouchers in Year 1 (equivalent to a 6% take-up). At the end of year 1 there are two car club vehicles on site and 9% of occupied households had made use of the free lifetime membership offer. Greater promotion of these schemes will be going into the Action Plan of the updated Travel Plan review. Improvements will also be made to the Travel Plan for future phases to increase uptake of these incentives.

The targets within the proposed Travel Plan for the current application site will be set in light of the data in the monitoring report.

3.15 Section 106 Planning Obligations

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. Colindale AAP Policy 8.3 states that the "Council will seek to ensure, through the use of conditions

and/or planning obligations, that new development provides for the planning benefits which are necessary to support and serve proposed new development in Colindale.

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.

Affordable Housing

In accordance with policy 3.12 of the London Plan and policies CS15 and DM10 of the Local Plan, the Council requires the applicant to enter into a Section 106 Agreement to secure the provision of 27 affordable units in total on site within the development comprising of the following:

- 4 x 1 bed wheelchair flats
- 4 x 2 bed, 3 person flat
- 6 x 2 bed, 4 person flats
- 9 x 3 bed flat
- 2 x 3 bed, 4 person maisonettes

Construction Training Initiative

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

- The agreed number of trainee places to be provided on the site of the Affordable Housing Scheme and the duration of the each placement:
- 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;
- a commitments 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

Apprenticeships

The applicant shall secure the provision of a minimum of 3 x Level 2 apprenticeships including costs of wages and training to be delivered in line with the National Apprenticeship Service Framework.

Travel Plan

In accordance with policy DM17 of the Barnet Local Plan the applicant is required to enter into a Travel Plan for the development that seeks to facilitate modal shift in the choice of transport mode available to occupiers of the residential units, reduce reliance on the use of the private car, promotes sustainable means of transport and appoint an appropriately qualified Travel Plan Coordinator. The Travel Plan shall include the following:

- (i) Travel Plan for the main Colindale Hospital development approved under planning reference H/00342/09 ('Pulse') shall be extended, updated and resubmitted to encompass the development hereby approved;
- (ii) The Travel Plan shall link in with the Car Club provided on the main Colindale Hospital development approved under planning reference H/00342/09 and shall provide suitable dedicated car club parking spaces;
- (iii) Provision of £50 travel voucher for first occupiers of the units hereby approved towards travel by public transport within the London area (with a maximum of 2 per unit) up to a maximum cost of £15,700 to the applicant. The Travel Plan shall

include a target that 50% of the units shall take up the travel vouchers within the first year of occupation;

- (iv) Provision of a total of £265 per unit (up to a maximum cost of £41,605 to the applicant) towards lifetime car club membership and associated car club usage comprising £165 lifetime membership for 1st occupiers which shall be transferable to the following occupant at no cost, and £100 free driving credit to the 1st applicant for each lifetime membership. The Travel Plan shall include an evidence based target for take up of the car club membership and driving credit;
- (v) Provision for five years of an annual workshop for the servicing and maintenance of bicycles in order to encourage occupiers to cycle more regularly;

Travel Plan Monitoring contribution

Payment of a financial contribution of £5,000 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.

3.16 Community Infrastructure Levy

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 100sqm.

Mayoral CIL

The Mayor of London is a charging authority for the purposes of Part 11 of the Planning Act 2008 and may therefore charge a Community Infrastructure Levy in respect of development in Greater London.

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.

The proposed development is liable for charge under the Mayoral CIL. The applicant has calculated the Mayoral CIL payment on the basis of the floor areas of the residential and commercial elements of the development with social housing relief applied as appropriate. This results in a CIL payment in the order of **£378,595**.

Barnet CIL

Barnet Council adopted a CIL charge on 1st May 2013 setting a rate of £135 per sq m on residential and retail development within the borough. All other uses and ancillary car parking are exempt from this charge.

The proposed development is liable for charge under the Barnet CIL. The applicant has calculated the Mayoral CIL payment on the basis of the floor areas of the residential and commercial elements of the development with social housing relief applied as appropriate. This results in a payment in the order of **£1,460,295** under Barnet CIL.

4. EQUALITIES AND DIVERSITY ISSUES

The 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:

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

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

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

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

The proposed development will contribute to and compliment the redevelopment of the former Colindale Hospital site to provide a new neighbourhood within this part of Colindale in a location easily accessible by various modes of transport, including by foot, bicycle, public transport and private car, thus providing a range of transport choices for all users of the site. The development includes the provision of 19.2% affordable housing by habitable room. All of the new housing in the development will be built to ‘Lifetime Homes’ standards. The development includes two dedicated wheelchair flats (one 2 bed and one 3 bed). The development will provide 14 disabled car parking spaces.

The new buildings proposed as part of the application would be required to comply with current legislative requirements in respect of equality and diversity related matters, for example access for the disabled under Part M of the Building Regulations. In addition to this the development, as controlled by the conditions recommended, would ensure that in several regards the building constructed would exceed the minimum requirements of such legislation. Examples of this would include all the proposed residential units being constructed to meet the relevant Lifetime Homes standards, the provision of level or appropriately sloping access within the site, and the provision of two wheelchair accessible flats and the inclusion of 14 disabled standard parking spaces.

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. CONCLUSION

The application seeks permission to construct 157 new flats within two separate blocks ranging from four to nine storeys in height. The scheme is part of the wider redevelopment of the former Colindale Hospital site by Fairview New Homes which is a key development site within the Colindale Area Action Plan.

The site was originally earmarked within the masterplan for the redevelopment of the former Colindale Hospital for the relocation of Barnet College from its existing campus on Grahame Park Way. Since the original application for the former hospital site was approved, Barnet College has merged with Southgate College. The new joint colleges are now pursuing an alternative site within Phase 1B of the Grahame Park Estate regeneration for their relocation. Therefore the plot within the Colindale Hospital development is no longer required for a college facility. Residential development with commercial uses on the ground floor has been shown to be appropriate and in accordance with planning policy.

The proposals conform to the framework of national, London-wide and local planning policies which encourage the sustainable regeneration of brownfield sites such as this, bringing them back into economically, socially and environmentally beneficial uses.

The development represents a density of 199 dwellings per hectare which is within the London Plan density range for an 'Urban' site with a PTAL rating of 4 but is above the density guide of 150 dwellings per hectare set in the Colindale AAP. The flats will meet or exceed the minimum internal space standards set out in Table 3.3 in the London Plan. The blocks are designed with reference to the London Housing Design Guidelines (GLA). A high proportion of the flats are dual aspect. Given the accessible location the proposed residential density is considered to be appropriate.

A good mix of unit sizes are proposed including 25% 3 beds. The application will deliver 27 affordable housing units (all 'affordable rent' and delivered without public subsidy) – equivalent to 17.2% of the number of units, 19.2% of the habitable rooms. The level of affordable housing reflects has been tested and verified through a Viability Toolkit assessment which has been independently reviewed.

The layout of the blocks, new streets and spaces seamlessly integrate with the masterplan for the main Colindale Hospital development. The development has been carefully considered as an extension to the existing approved development. The buildings enclose new streets and the central square by providing active frontages with front doors and windows. The design of the buildings reflect the architectural style of the buildings already approved to provide quality contemporary architecture. The buildings are articulated with varying heights and stepped rooflines. There will be no adverse heritage impacts with respect to archaeology and near-by Grade 2 listed Administration Building and Aeroville.

The proposed new private and public areas of amenity space (including 'arrival square', the courtyard garden and podium deck garden) will provide an attractive setting for the development which meshes seamlessly with adjacent earlier phases of development. All flats have their own balcony or terrace and have access to the communal courtyard and garden. Many of the trees on the site will be retained, including those adjacent to the underground line and the Category A oak tree which will provide the centrepiece for the new courtyard

garden. Thirty four new trees will be planted along the street frontages, 'arrival square' and podium garden. The landscape strategy for the site will also create new ecological habitats and improve the site's biodiversity.

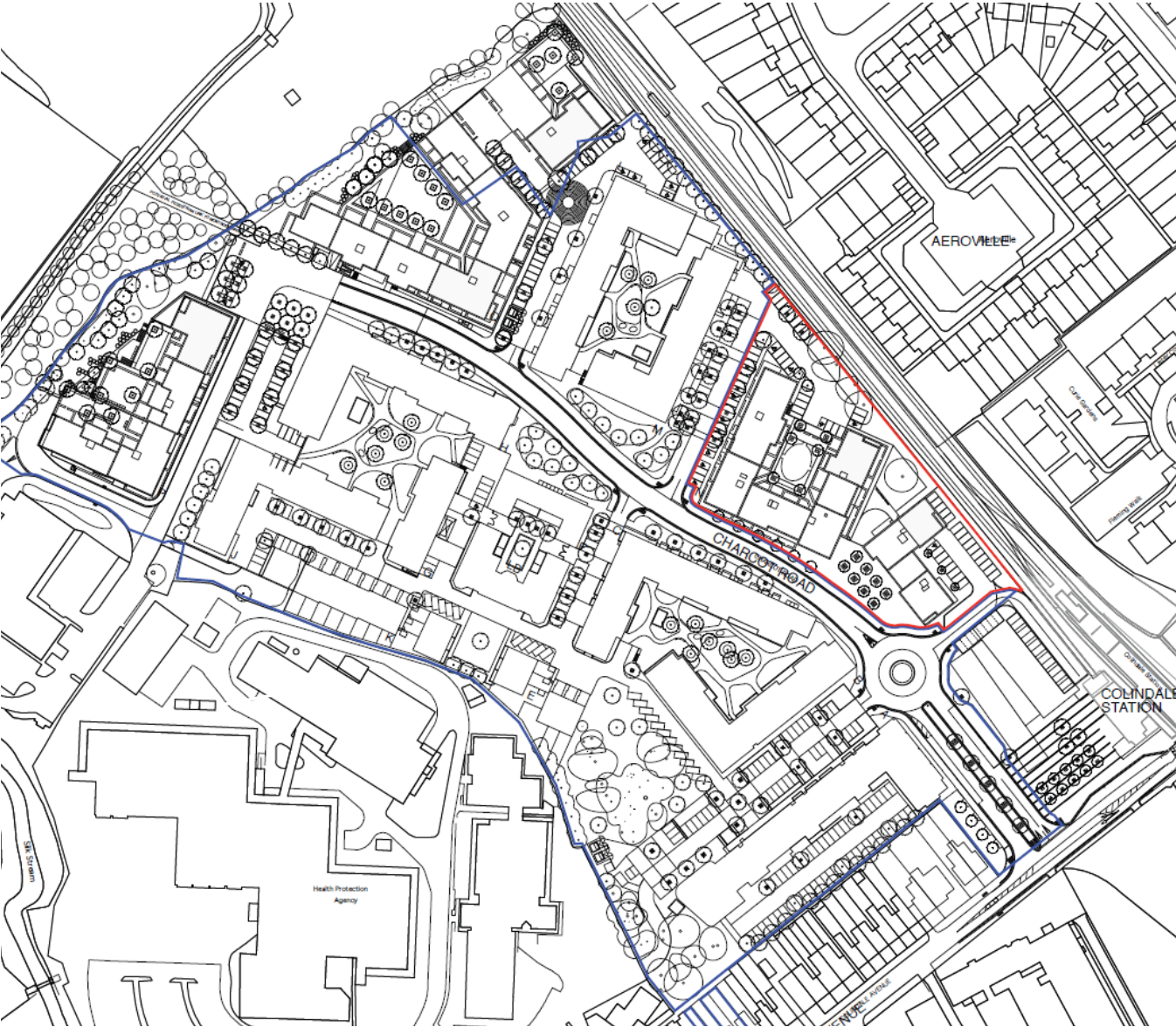
A total of 110 parking spaces are proposed which equates to 70% (0.7 spaces per unit) with cycle parking provided at a ratio of at least one per residential unit. This reflects the sites accessible location close to Colindale Tube Station and interchange, and is supported by a Travel Plan which includes a package of choice based measures including subsidised car club membership and travel vouchers worth £100 for each flat for subsidised travel on public transport. The level of car parking is the same as that approved for the main Colindale Hospital development and is consistent with the London Plan parking standards and the parking policies contained emerging Colindale AAP. The majority of the car parking (110 spaces) will be at ground floor level enclosed by a podium with the remainder sited within open landscaped parking areas.

The proposed development will provide energy efficient new homes and will achieve a reduction in CO2 emissions of 44% through efficient building design and connection to the Colindale Hospital Community Energy System which is powered by the Energy Centre which has been delivered in the main Colindale Hospital development. The Energy Centre will provide heating and hot water via a centralised energy centre distributing heat through an underground heating pipe network. This is in accordance with the London Plan energy hierarchy and policies for carbon reduction. All of the flats will be built to Code for Sustainable Homes Level 4 in accordance with the Colindale AAP policies.

In conclusion, the application completes the final phase of the regeneration of the former Colindale Hospital and provides a significant element of high quality housing, including a high proportion of family-size units.

All relevant guidance contained within the NPPF and policies within the London Plan (2011), Barnet Core Strategy and DMP DPD (2012) and the adopted Colindale AAP (2010) have been fully considered and taken into account by the Local Planning Authority. For the reasons set out in this report, it is considered that the proposal represents an appropriate redevelopment of an identified development site within the Colindale/Burnt Oak Opportunity Area and will contribute to the continued regeneration in Colindale in accordance with the objectives and policies of the Colindale Area Action Plan. Accordingly, subject to the satisfactory completion of a Section 106 agreement and the conditions detailed in the recommendation, **APPROVAL** is recommended.

APPENDIX 1 – Application site in context of approved Colindale Hospital development



APPENDIX 2 – Scheme Layout and Building Heights

Proposed block Layout

Podium
courtyard

Communal garden with
retained mature oak
tree



Building Heights



Proposed building heights plan

**SITE LOCATION PLAN:
Former College Plot within the Former Colindale Hospital Site, Colindale Avenue,
London NW9 5DZ**

REFERENCE: H/00093/13

