

<u>MEETING</u> PLANNING COMMITTEE
<u>DATE AND TIME</u> WEDNESDAY 16TH MARCH, 2016 AT 7.00 PM
<u>VENUE</u> HENDON TOWN HALL, THE BURROUGHS, LONDON NW4 4BQ

Dear Councillors,

Please find enclosed additional papers relating to the following items for the above mentioned meeting which were not available at the time of collation of the agenda.

Item No	Title of Report	Pages
10.1	126 COLINDALE AVENUE	1 - 30
10.2	PLOT 8, LANACRE AVENUE, COLINDALE, NW9	31 - 132

Paul Frost
Paul.frost@barnet.gov.uk

This page is intentionally left blank

LOCATION: 126 Colindale Avenue, London, NW9 5HD **AGENDA ITEM 10a**

REFERENCE: H/05833/14 **Received:** 25 October 2014

WARD: Colindale **Expiry:** 18 March 2016

APPLICANT: PORTA PLANNING

PROPOSAL: Demolition of existing business centre and construction of 2 no. two five storey buildings to provide 35 no. residential flats and 566 m² of commercial floor space (Use Class B1), including basement car park with 44 car spaces and 70 cycle spaces. Provision of associated access, refuse storage, amenity space and landscaping

APPLICATION SUMMARY

The application involves the redevelopment of the Colindale Business Park site comprising the demolition of the existing building and decked car park and the erection of a residential-led mixed use scheme. The development would entail buildings up to 5 five storeys in height and would comprise 35 residential units along with 566 square metres of office accommodation (Use Class B1).

The site is located within the boundary of the Colindale Area Action Plan (CAAP) and is identified on Figure 1.6 as a development site. The site is not located within a Conservation Area and there are no listed buildings on site.

Urban Design and Layout

The proposed design approach of the scheme is considered to be appropriate and would ensure that the development integrates within the changing character of Colindale Avenue.

Amendments to the scheme including setting back the top floor of both Blocks A and B, removing the section of Block A directly adjoining the rear gardens of 124 Colindale Avenue and improving the elevation design are considered to represent positive changes to the design which improves the proposals appearance and impact.

Affordable Housing

The application was accompanied by an Affordable Housing and Economic Viability Assessment produced by BNP Paribas (BNPP) which found that there was no capacity to provide affordable housing.

The Council instructed Knight Frank to carry out an independent review of the document submitted and following their initial review and subsequent

discussion it was agreed that 17.5% affordable housing provision. Knight Frank considered that this revised offer is fair and reasonable.

Officers considered, based on the advice from the Council's appointed independent advisors, that the overall affordable housing provision of 6 units (17.5%) is acceptable. The Section 106 agreement would incorporate a review mechanism which would enable the financial viability to be reassessed upon implementation in order to capture any uplift which could be utilised to provide additional affordable housing up to a maximum of 40% of the total units.

Transport and Parking

The proposed level of car and cycle parking proposed for the site are in line with local and national planning policies and is therefore considered to be acceptable. Due to the narrowness of the site, the access is through the adjoining British Newspaper Library site. This has been agreed with Fairview Homes through a legal agreement. Details relating to car parking management and provision of s have been secured through the attachment of conditions.

Community Infrastructure Levy

The proposed development is liable for charge under the Barnet Community Infrastructure Levy (CIL) at a rate of £135 per square metre. Because of the nature of the way in which CIL is calculated it is only possible to estimate the contribution which will finally be made through the Barnet CIL at the time planning applications are determined.

The CIL liability of the scheme is determined by the amount of new floorspace being provided, deducting both the social housing element and the office floorspace, both of which are exempt from CIL liability. At this stage, it is therefore anticipated that the development would have a Mayoral CIL liability of £91,105.00.

Conclusion

In conclusion officers consider that, on balance, the development is acceptable having regard to the relevant local, regional and national policies. The principle of the redevelopment of the site and the provision of a residential-led mixed use scheme is acceptable in accordance with the CAAP aspirations for the site. The height and mass of the building is considered to be acceptable and would be congruent with both the existing and emerging context of Colindale Avenue. The scheme would deliver 35 high quality homes with an appropriate mix of unit sizes. The scheme will deliver 17.5% affordable housing provision which, although below the policy target of 40%, is fully justified through the financial viability provided by the applicant. The level of parking provided on site is compliant with local standards.

RECOMMENDATION

Approve the application subject to:

Recommendation 1

The applicant and any other person having a requisite interest to 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 to become enforceable in accordance with a timetable to be agreed in writing with the Local Planning Authority

(c) Affordable Housing

The provision within the development of a minimum of 17.5% (by unit number) of homes as affordable housing, providing a minimum of 6 shared ownership residential units.

(d) Affordable Housing – Review Mechanism

The viability of the development shall be re-appraised at an appropriate point in the implementation of the development and, if deemed viable to do so, a financial contribution shall be paid towards the provision of affordable housing in the Borough

(e) Employment and Training

The applicant will be required to enter into a Local Employment Agreement (LEA) with the Council. The employment agreement would need to secure the following minimum levels and would also set out specifically how the applicant would deliver these:

- 4 places for progression into employment, less than 6 months;
- 2 places for progression into employment, more than 6 months;
- 5 apprenticeships;

Recommendation 2:

That upon completion of the agreement specified in Recommendation 1, the Assistant director of Development Management and Building Control approve the planning application reference H/05833/14 under delegated powers and grant planning permission subject to the conditions and informatives set out in Appendix 1 and any changes to the wording of the conditions considered necessary by the Service Director for Development Management and Building Control.

MATERIAL CONSIDERATIONS

Key Relevant Planning Policy

Introduction

Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires that development proposals be determined in accordance with the development plan unless material considerations indicate otherwise. In this case, the development plan is The London Plan and the development plan documents in the Barnet Local Plan. These statutory development plans are the main policy basis for the consideration of this planning application. Barnet's Local Plan is made up of a suite of documents, including the Core Strategy and Development Management Policies development plan documents. The Core Strategy and Development Management Policies documents were both adopted by the Council in September 2012. A number of other planning documents, including national planning guidance and supplementary planning guidance and documents are also material to the determination of this 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 London Plan

The London Plan (2015) 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); 2.15 (Town Centres); 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) and 3.13 (Affordable Housing Thresholds).

London's Economy:

4.1 (Developing London's Economy); 4.2 (Offices); 4.3 (Mixed Use Development and Offices); 4.4 (Managing Industrial Land and Premises); 4.6 (Support for and Enhancement of Arts, Culture Sport and Entertainment Provision); 4.7 (Retail and Town Centre Development); 4.10 (Support New and Emerging Economic Sectors); 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); 5.5 (Decentralised Energy Networks); 5.6 (Decentralised Energy in Development Proposals); 5.7 (Renewable Energy); 5.8 (Innovative Energy Technologies); 5.9 (Overheating and Cooling); 5.10 (Urban Greening); 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); 7.7 (Location of Tall and Large Buildings); 7.13 (Safety, Security and Resilience to Emergency); 7.14 (Improving Air Quality); 7.15 (Reducing Noise) and 7.18 (Protecting Local Open Space and Addressing Local Deficiency).

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 relevance to the determination of this application are:

Core Strategy (Adopted 2012):

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

- CS1 (Barnet's Place Shaping Strategy – Protection, enhancement and consolidated growth – The three strands approach)
- CS3 (Distribution of growth in meeting housing aspirations)
- CS4 (Providing quality homes and housing choice in Barnet)
- CS5 (Protecting and enhancing Barnet's character to create high quality places)
- CS6 Promoting Barnet's Town Centres
- CS7 (Enhancing and protecting Barnet's open spaces)
- CS8 (Promoting a strong and prosperous Barnet)
- CS9 (Providing safe, effective and efficient travel)
- CS10 (Enabling inclusive and integrated community facilities and uses)
- CS11 (Improving health and well-being in Barnet)
- CS12 (Making Barnet a safer place)
- CS13 (Ensuring the efficient use of natural resources)
- CS14 (Dealing with our waste)
- CS15 (Delivering the Core Strategy)

Development Management Policies (Adopted 2012):

- DM01 (Protecting Barnet's character and amenity)
- DM02 (Development standards)
- DM03 (Accessibility and inclusive design)
- DM04 (Environmental considerations for development)
- DM05 (Tall Buildings)
- DM06 (Barnet's Heritage and Conservation)
- DM08 (Ensuring a variety of sizes of new homes to meet housing need)
- DM10 (Affordable housing contributions)
- DM11 (Development principles for Barnet's town centres)
- DM13 (Community and education uses)
- DM14 (New and existing employment space)
- DM15 (Green belt and open spaces)
- DM16 (Biodiversity)
- DM17 (Travel impact and parking standards)

Colindale Area Action Plan (AAP):

The Council has prepared an Area Action Plan for Colindale which was adopted in March 2010. This provides a planning policy and design framework to guide and inform the development and regeneration of the area up to 2021 in response to the London Plan's Opportunity Area designation.

The AAP contains guidance on sustainable development and identifies a number of key infrastructure improvements needed to support the delivery of growth in Colindale. It identifies four character areas, the 'Corridors of Change', which identify specific development sites and set specific policy objectives to be achieved from redevelopment.

126 Colindale Avenue falls within the Colindale AAP area and is identified as a site for development.

The adopted Colindale AAP forms 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.

Supplementary Planning Guidance and Documents:

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

Local Supplementary Planning Documents:

Sustainable Design and Construction (April 2013)

Residential Design Guidance (April 2013)

Planning Obligations (April 2013)

Affordable Housing (February 2007 with updates in August 2010)

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)

Housing (November 2012)

National Planning Guidance:

National planning policies are set out in the National Planning Policy Framework (NPPF). This 65 page document was published in March 2012 and it replaces 44 documents, including Planning Policy Guidance Notes, Planning Policy Statements and a range of other national planning guidance. The NPPF is a key part of reforms to make the planning system less complex and more accessible. The NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development. The document includes a 'presumption in favour of sustainable development'. This is taken to mean approving applications which are considered to accord with the development plan. In March 2014 the National Planning Practice Guidance was published (online) as a web based resource. This resource provides an additional level of detail and guidance to support the policies set out in the NPPF.

The Community Infrastructure Levy Regulations 2010:

Planning obligations need to meet the requirements of the Community Infrastructure Levy Regulations 2010 (as amended) to be lawful. Were permission to be granted, obligations would be attached to mitigate the impact of development which are set out in Section 10 of this report.

1.0 Site Description

The application site relates to a rectangular piece of land with an area of 0.25 hectares on the southern side of Colindale Avenue, within the Colindale ward. The site is narrow and long, measuring approximately 25 meters in width and 100 metres in depth. The site extends from Colindale Avenue towards the rear portion of the adjacent former British Newspaper Library site. Adjoining the southern boundary of the site are allotments and adjoining the south west corner of the site are three storey blocks of flats of Chequers Court. To the west is the residential development on the former Brent Works site, comprising 3 and 4 storey buildings in a perimeter block layout.

The site is currently occupied by a two storey business centre, comprising 4 separate B1 units in multiple occupations, although 1 of these units is currently vacant. The remainder of the site is given over to surface car parking and there is a decked car park at the rear, which takes advantage of the drop in site levels.

The site is located within Colindale Opportunity Area, for which an Area Action Plan (CAAP) has been prepared. This document provides adopted guidance to manage growth in the area, including the provision of 10,000 new homes and 500-1000 new jobs. The site is included in the CAAP as part of comprehensive redevelopment of Colindale Avenue, but this is contingent on the re-provision of employment uses on the site.

This stretch of Colindale Avenue is generally residential in character, with a row of traditional two storey terraced dwellings opposite and adjacent to the west. Larger scale residential development is located close by at the Brent Works site, Former Colindale Hospital site and British Library Site.

2.0 Description of the Proposed Development

The proposal is to redevelop the site to provide two five storey buildings. The development would comprise 566 sqm of B1 commercial floorspace on the ground and first floor of Block A and 35 residential flats in Blocks A and B. The buildings would cover almost the majority of the site and would be rectangular in shape. Block A will front onto Colindale Avenue while Block B will be situated behind it to the rear of the site. Amenity space would be provided in the form of private balconies and a shared terrace on the first floor of Block A with an area of 116sqm as well as an area of green space to the rear of Block B with an area of 386sqm.

Both buildings have top floors recessed from the main front, side and rear elevations. Out of the total of 35 flats, the mix of dwelling types in Blocks A and B are:

11 x three bedroom flats

21 x two bedroom flats

3 x one bedroom flats

Of the proposed flats six (17.5%) would be affordable on a shared ownership basis.

3.0 Relevant Planning History

The following applications relate directly to the application site:

W02588D – Permission was granted for 'Erection of new building to accommodate 4 high technology units with ancillary offices and two-deck

carpark for up to 36 cars.’

W02588F – Permission was granted for ‘Erection of new building to accommodate four high technology units with ancillary offices and a two-deck car park for up to 36 cars. (Amendment to scheme previously approved under ref. W02588D on 18.05.88).’

H/00567/14 – Prior approval required and approved in April 2014 for ‘Change of use (1st floor of units 3 and 4) from B1 office to C3 residential (4 Units).’

H/02976/14 – Prior approval required and approved in July 2014 for ‘Change of use of first floor from B1 office to C3 residential (5 Units)’ for Units 1 and 2 of 126 Colindale Avenue.

In addition to the applications outlined above, the following applications relate to the neighbouring developments at the British Newspaper Library and Brent Works sites. These are relevant to the consideration of the current application:

H/05856/13 – Permission granted in December 2014 for ‘Demolition of all existing buildings; redevelopment to provide 395 flats, 772sqm of retail/financial/professional/restaurant/café uses (Use Classes A1/A2/A3) and 112sqm of floorspace for retail/financial/professional/restaurant/café uses (Use Classes A1/A2/A3) or community use (Use Class D1) in six blocks ranging from 4 to 11 storeys; associated highways and public realm works including formation of piazza adjacent to Colindale Avenue and Colindale Park; associated access from Colindale Avenue, internal street network, car and cycle parking, refuse storage, landscaping and amenity space provision; associated plant and relocation of existing substation’ at British Library Newspapers, 130 Colindale Avenue, London, NW9 5HE.

H/02576/09 – Permission granted in August 2010 for ‘Redevelopment of the site comprising the provision of 104 residential units and 3 commercial units (Use Class A2/B1/D1) within three blocks of part 3, part 4 storeys, together with associated site accesses, car parking, open space and landscaping.’ at 120 Colindale Avenue, London, NW9 5HD (former Brent Works site)

4.0 CONSULTATION

As part of the original consultation exercise, 361 letters were sent to neighbouring occupiers in November 2014. The application was also publicised via a site notice and a press notice was published. The consultation process carried out for this application is considered to have been entirely appropriate for a development of this nature.

As a result of the consultation, 11 responses were received. Of these 10 were in objection and 1 was in support.

The objections raised may be summarised as follows:

Effect on traffic, access and parking

- Congestion and parking problems in Ajax Avenue due to overspill of vehicles from newly built flats.
- Temporary traffic delays caused by construction process
- Pressure on Colindale Avenue

Officer response:

Issues relating to highways have been addressed through the implementation of conditions recommended by the Local Authorities Highways department. These are considered sufficient to mitigate any detrimental impact resulting from the future proposal and the construction process.

Scale and appearance

- High rise detrimental to local landscape
- Building is uncharacteristic
- Organic growth is preferable to industrial growth

Officer response:

The original proposal was considered acceptable in terms of its 5 storey height and not out of character from surrounding development. However, the relationship between the proposed height and mass was considered detrimental to the character of Colindale Avenue and would have an overbearing impact on neighbouring properties. As a result, the plans were amended establishing set back distances on the top floor of both Blocks A and B and removing a section of the building adjoining 124 Colindale Avenue.

Quality of Life

- Noise and dirt from the construction
- Pressure on local services and amenities – no upgrade
- Overcrowding of local area

Officer response:

As a result of amendments the number of proposed units has decreased from 42 to 35. The amended proposal is considered to have an acceptable density and therefore will not result in overcrowding. Various conditions have been implemented to mitigate the impact of the construction process. Planning obligations are considered sufficient to mitigate the impact of the proposed development on local services and amenities.

Statement of support

- Worthwhile project
- Proposal is in line with the broader Colindale Development Plan,
- As long as it stays within the existing boundaries, is built strictly to the plans and does not extend onto neighbouring properties

Officer response

It is considered that the proposal is in line with the Colindale AAP. Any future development will have to be built according to the approved plans and will be within the site boundaries.

External Consultees

Thames Water

In the case of approving this application following condition should be applied:

Development 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 sewerage 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 has been completed

Reason

The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community.

Should the Local Planning Authority consider the above recommendation is inappropriate or are unable to include it in the Decision Notice, it is important that the Local Planning Authority liaises with Thames Water Development Control Department prior to the Planning Application Approval.

Thames water requests that the Applicant should incorporate within their proposal, protection to the property by installing for example, a non-return valve or other suitable device to avoid the risk of backflow at a later date, on the assumption that the sewerage network may surcharge to ground level during storm conditions.

Surface water drainage – 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, 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 drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval

from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921.

Reason

To ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

Thames Water would recommend that petrol/oil interceptors be fitted in all parking/washing/repair facilities. Failure to enforce the effective use of petrol/oil interceptors could result in oil-polluted discharges entering local watercourses.

Environment Agency

We have assessed this application and identified flood risk as the only constraint at this site. This site is in Flood Zone 1 and is under a hectare and therefore falls under cell F5 of our Flood Risk Standing Advice (FRSA) Flood Risk Standing Advice.

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.

We recommend the surface water management good practice advice in cell F5 is used to ensure sustainable surface water management is achieved as part of the development.

Surface water runoff rates and volumes from the site must be managed in accordance with the London Plan (July 2011) - which sets higher standards than the NPPF for the control of surface water run-off. Policy 5.13 - Sustainable drainage (page 155) of the London Plan states that "development should utilise sustainable urban drainage systems (SuDS) unless there are practical reasons for not doing so, and should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible" in line with the drainage hierarchy.

If you have identified drainage problems at this site through your Strategic Flood Risk Assessment or Surface Water Management Plan, you may want to request a formal Flood Risk Assessment from the applicant in line with Flood Risk Assessment Guidance Note 1.

London Fire Department

Only one stair core is needed for Block A. The proposal is considered acceptable.

Internal Consultees

Highways

Vehicle access will be provided via a shared access road with the adjacent building. The applicant must ensure that the occupiers have a right of way agreement with the neighbouring property.

The access to the lower ground floor car parking is via a ramp. Details of the ramp including gradient will be required to be submitted on condition.

Although the access road will not be considered for adoption, construction to adoptable standards will be required to allow for refuse vehicles to enter the site. In addition a Waiver agreement will be required to indemnify the council from eventual damages associated with refuse collection vehicles entering the site.

A condition will be required to provide details of access road, including layout, swept paths for refuse vehicles and ramp details.

The applicant must ensure that occupiers of the development have right of way over the shared vehicle access.

Include conditions for Car Parking Management Strategy, access road details and refuse collection as well as an informative for vehicle access – section 184 Highways Act (1980).

The Public Transport Accessibility Level is graded from 1 for very poor accessibility to 6 for excellent accessibility. The PTAL score for the site is PTAL4 which is a medium accessibility level.

The site is in close proximity to Colindale Underground station and several bus routes operate in the vicinity of the site.

Parking restrictions

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

Car parking policy

The Maximum Parking Standards as set out in the Development Management Policies (DMP) of the Barnet Local Plan approved in September 2012 are as follows:

For 4 or more bedroom units	- 2.0 to 1.5 parking spaces per unit
For 2 and 3 bedroom units	- 1.5 to 1.0 parking spaces per unit
For 1 bedroom units	- 1.0 to less than 1 parking space per unit

This equates to parking provision for the proposed units ranging between 32 – 51 parking spaces to meet the parking standards set out in the DMP approved September 2012 for the residential development and 6 spaces for the office use. This equates to a maximum total of 57 spaces. The proposed parking provision is in accordance with the parking standards.

The parking provision should include provision of electric vehicles charging points 20% active and 20% passive. Please include a condition

A condition should be included for a car Park management plan to be submitted.

Cycle parking provision and facilities

In compliance with The London Plan early alterations cycle provision for residential flats should be provided at the rate of one space per unit up for 1 and 2 bedroom units and 2 spaces per 3 or more bedrooms units, which equates to 46 spaces for the residential in addition to 3 spaces for the proposed office use.

A total of 70 cycle parking spaces are included as part of this proposal. This is in accordance with the London Plan standards.

Need to include a Condition for Cycle Parking.

Refuse/Recycle

Refuse storage is proposed at ground floor level. Refuse vehicles must be able to approach a point within 10 metres from the collection point. The access road must be constructed to adoptable standards to allow for council refuse collection vehicles to enter the site. In addition facilities for turning within the site must be provided and refuse vehicles swept paths must be included in reuse collection details condition.

Points of collections will have to be agreed in advance with the LBB contractors. If it is not possible to reach an agreement with the LBB contractors then the applicant to arrange for refuse/recycling collection to be done by using private collections

Demolition/Construction Management Plan (DCMP)

Please include a Demolition/Construction Management Plan condition.

Highways Recommendation: The proposal is acceptable on highways grounds subject to the implementation of necessary highways conditions and informatives.

Environmental Health

No objection subject to the attachment of conditions relating to insulation between residential and office uses and plant noise mitigation.

Planning Appraisal

Reprovision of Employment Space and Principle of Residential

Barnet Local Plan policy DM14 states that 'proposals to redevelop or reuse an existing employment space which reduces the levels of employment use and impacts negatively on the local economy will be resisted'. The site designation in the CAAP makes it clear that the employment use must be re-provided as part of any redevelopment. The proposed development comprises some 566 sqm of B1 space.

The site has previously received permission under prior approval to convert the existing office building to residential uses.

The site has residential properties adjoining the north, east and south boundaries. There are also a number of residential led mixed use developments in the immediate and wider vicinity. The Colindale Area Action Plan identifies this site for residential redevelopment. The principle of residential development on the site, in conjunction with the re-provided B1 space, would be acceptable, subject to the provision of an acceptable residential environment and no unacceptable impact on future residential occupiers by way of noise and disturbance.

Residential Density

London Plan policy 3.4 seeks to optimise the housing output of sites taking into account local context and character, the design principles in chapter 7 of the London Plan and public transport capacity. Taking into account these factors, Table 3.2 of the London Plan sets out a density matrix which serves as guidance for appropriate densities in different locations dependant on the aforementioned factors.

In terms of setting, the application site can be best described as 'urban'. Notes appended to Table 3.2 of the London Plan states that 'urban locations' are often located within an area of dense development featuring terraced houses, mansion blocks, a mix of uses, medium building footprints, typically buildings of four to six storeys and within 800 metres of a local or district centre. The site is considered to exhibit these characteristics.

The density of the amended scheme would be 140 units per hectare, which complies with the recommended density for this location, as set out in Table 3.2 of the London Plan (2011). The proposed density is therefore considered to be acceptable.

Layout, Design and Character

The existing buildings of the Colindale Business Centre are not considered to be of architectural merit and the largely blank walls and lack of landscaping contributes little to the street frontage and the character of the Colindale area.

The layout, scale and design of the proposed replacement building as shown on the original submitted plans were considered to be unacceptable. The mass of the proposed buildings is considered to be excessive in this location, especially given the proximity of the proposed building to the boundary with 2 storey dwellings of 122 and 124 Colindale Avenue.

It is noted that there are taller buildings approved and under construction in the locality, but these form part of larger redevelopment sites or provide a focus for activity around Colindale Station and are therefore justified. The buildings on the British Library site are also lower than the proposed scheme and are set away from the site boundary. Any redevelopment of this narrow, constrained site must have regard to its immediate context, which is 2, 3 and 4 storey buildings.

The plans were subsequently amended, removing the section of Block A adjoining the rear garden of 124 Colindale Avenue from the first to the fourth floor. This reduced the overbearing impact of Block A on 122 and 124 Colindale Avenue. This will also enlarge the shared amenity space area on the first floor level. At the officer's request, an obscure glazed privacy screen has been added at the boundary to prevent overlooking from the shared amenity space onto 122 and 124 Colindale Avenue. Details relating to this privacy screen have been requested under an attached planning condition. Setting the top floor of each block back also provided larger roof terrace areas for the top floor units.

The original elevations of Blocks A and B failed to provide enough visual interest and were therefore detrimental to the character of the local area. The plans were therefore amended to add sections of textured brick to the elevations. These panels of textured brickwork will reduce the scale of elevations and provide visual interest. Under attached planning conditions information relating to materials and architectural details will need to be submitted.

The original plans included a corridor which ran the length of Block A on all floors bar ground and first. This corridor connected the two sets of lifts and stairs. However, after consultation with the Fire Brigade, it was not necessary for health and safety reasons for these two access points to be connected. Therefore, this corridor space was amalgamated into the adjoining flats to provide more habitable space and a source of natural light as this change to the internal arrangements meant the flats could become dual aspect.

Car Parking

The parking standards as set out in Policy DM17 requires 1.5 to 1 spaces per unit for flats with 2 to 3 bedrooms and 1 to less than 1 space per unit for development consisting mainly of flats with 1 bedroom.

The Colindale AAP sets of specific parking standards which new developments should achieve. The AAP states that a lower provision of 0.7 spaces per unit is appropriate for development sites within close proximity of public transport.

Residential parking would be provided in basement level below Blocks A and B, comprising a total of 35 spaces. Commercial Parking will be provided on the ground floor of Block A, comprising of 6 spaces. This parking provision is in line with local policy and is therefore considered to be acceptable.

Three visitor parking spaces will be provided outside Block B. The vehicle entrance lies between Blocks A and B, with access through the adjoining Newspaper Library Development Site. The use of this access has been agreed through a legal agreement with Fairview Homes.

Cycle Parking

The London Plan standards require that 1 cycle parking space is provided per 1 bedroom unit and 2 cycle parking spaces are provided for all other units. This would result in a need to provide 67 cycle parking spaces. 70 cycle parking spaces are proposed for this site. A condition has been attached to this application requesting that cycle parking details (including visitor and commercial cycle parking) be submitted to ensure this meets the London Plan standards.

Amenity

The original proposal would have resulted in a significant increase in scale and consequentially a detrimental loss of outlook and overbearing impact to the occupiers of those 122-124 Colindale Avenue. However, the reduction in building mass requested by the case officer is considered to address these issues. The positioning of some the original proposed balconies resulted in overlooking into the main living rooms of adjoining proposed units. However, amendments to the location of proposed balconies is considered address this issue.

As shown on the proposed drawings, the flats with windows facing in a southern direction onto No. 122 and 124 Colindale Avenue are not obscure glazed. Changing these windows from clear glaze to obscure will not have a detrimental impact on the living standards of the future occupiers as the flats are dual aspect and these windows primarily do not serve main habitable rooms. A condition has been implemented requesting that details of obscure glazing measures for proposed units and privacy shared amenity space be submitted.

Under the original proposed drawings, several of the units in Block B did not comply with minimum bedroom size standards as outlined in the Sustainable Design and Construction SPD. The plans were subsequently amended, so all bedrooms complied with these standards.

In terms of the living conditions of future occupiers, all flats comply with the minimum space standards set out in the Residential Design Guidance SPD and the London Housing SPG. External amenity space standards also comply with these adopted guidance documents.

Residential Space Standards

Table 3.3 in the London Plan provides the minimum gross internal floor area for different sizes of dwelling. This is set out below:

	Dwelling Type (bedroom/persons)	Minimum Internal Floorpsace (square metres)
Flats	1 bedroom (2 person)	50
	2 bedroom (3 person)	61
	2 bedroom (4 person)	70
	3 bedroom (5 person)	86
	3 bedroom (6 person)	95

All of the proposed units would at least meet and in most cases would exceed the minimum standards, providing a good standard of accommodation for future occupiers.

In addition, all of the units would have at least a 2.5 metres floor to ceiling heights.

Lifetime Homes and Wheelchair Housing Standards

Barnet Local Plan policy DM03 requires development proposals to meet the highest standards of accessible and inclusive design, whilst policy DM02 sets out further specific considerations. All units should have 10% wheelchair homes compliance, as per London Plan policy 3.8.

Therefore a condition has been attached to ensure that the future development will meet these standards.

Amenity Space

Barnet's Sustainable Design and Construction SPD Table 2.3 sets out the minimum standards for outdoor amenity space provision in new residential developments. For both houses and flats, kitchens over 13 sqm are counted as a habitable room and habitable rooms over 20sqm are counted as two habitable rooms for the purposes of calculating amenity space requirements. The minimum requirements are set out in table 1.1 below:

Table 2.3:Outdoor Amenity Space Requirements	Development Scale
For Flats: 5 m ² of space per habitable room.	Minor, Major and Large scale

Development proposals will not normally be permitted if it compromises the minimum outdoor amenity space standards.	Householder
---	-------------

The development proposes a mix of private amenity space in the form of balconies and roof terraces and communal amenity space in the form of a shared roof terrace and an area of open space to the rear of Block B. Cumulatively these amenity spaces significantly exceed the outdoor amenity space requirement for the proposed number of habitable rooms.

Transport and Highways

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 local road network and more environmentally friendly transport networks, require that development is matched to capacity and promote the delivery of appropriate transport infrastructure. Policy DM17 (Travel Impact and parking standards) of the Barnet Development Management Plan document sets out the parking standards that the Council will apply when assessing new developments. Other sections of Policies DM17 and CS9 seek that proposals ensure the safety of 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.

Car Parking

The parking standards as set out in Policy DM17 requires 1.5 to 1 spaces per unit for flats with 2 to 3 bedrooms and 1 to less than 1 space per unit for development consisting mainly of flats with 1 bedroom.

The Colindale AAP sets of specific parking standards which new developments should achieve. The AAP states that a lower provision of 0.7 spaces per unit is appropriate for development sites within close proximity of public transport.

The scheme proposes 35 residential car parking spaces, 6 spaces for commercial uses and 3 visitor spaces. This parking provision is in line with local policy and is therefore considered to be acceptable.

Refuse Collection

The plans submitted under this application show the designated refuse storage areas on the ground floor of Block A. However, no details have been given as regarding the detailed refuse strategy. A condition has therefore been attached to this application requesting this be submitted to the Local Authority.

Conclusion

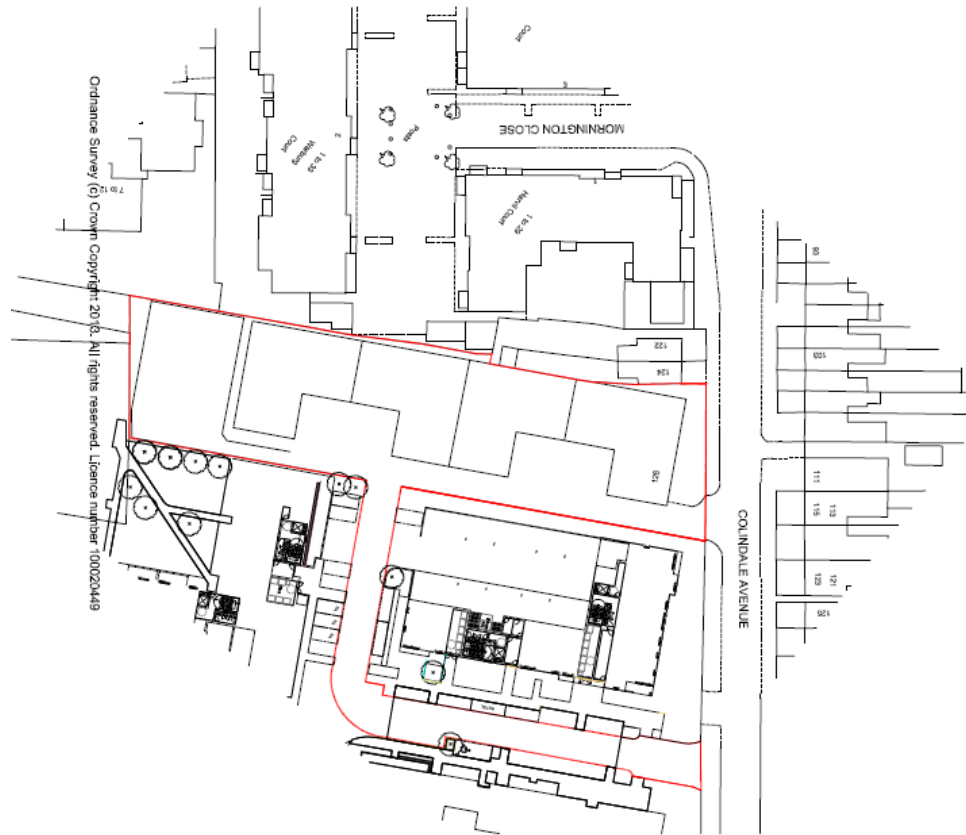
In conclusion officers consider that, on balance, the development is acceptable having regard to the relevant local, regional and national policies. The principle of the redevelopment of the site and the provision of a residential-led mixed use scheme is acceptable and in accordance with the aspirations of the Colindale Area Action Plan for this site.

The height and mass of the buildings are considered to be acceptable and would be congruent with both the existing and emerging built context on this part of Colindale Avenue. The proposed scheme would deliver 35 high quality new homes, of which 6 would be affordable. The scheme as currently proposed is not considered to have a detrimental impact on existing and future neighbouring properties. The level of parking proposed is compliant with local policies and is therefore considered to be acceptable

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the Council to determine any application in accordance with the statutory development plan unless material considerations indicate otherwise. All relevant policies contained within the development plan, as well as other relevant guidance and material considerations, have been carefully considered and taken into account by the Local Planning Authority.

It is concluded that the proposed development accords with the relevant development plan policies. It is therefore considered that there are material planning considerations which justify the grant of planning permission. Accordingly, subject to a Stage 2 referral to the Mayor of London and subject to the satisfactory completion of the Section 106 Agreement, **APPROVAL** is recommended subject to conditions as set out in Appendix 2 of this report.

Appendix 1: Site Location Plan



Appendix 2: Conditions

- 1) 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.

- 2) The development hereby permitted shall be carried out in accordance with the following approved plans and documents unless otherwise agreed in writing by the Local Planning Authority:

6539-PL-600; 6539-PL-601; 6539-PL-602 Revision B; 6539-PL-603 Revision B; 6539-PL-604 Revision B; 6539-PL-605 Revision C; 6539-PL-606 Revision C; 6539-PL-607 Revision B; 6539-PL-609 Revision A; 6539-PL-610 Revision A; 6539-PL-611 Revision A; 6539-PL-613 Revision C; 6539-PL-614 Revision D; 6539-PL-615 Revision B; 6539-PL-616 Revision; 6539-PL-617 Revision C; 6539-PL-618 Revision B; 6539-PL-619 Revision C; 6539-PL-620 Revision A; 6539-PL-621 Revision A; 6539-PL-622.

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

- 3) Notwithstanding the details shown on the plans, hereby approved, no development (other than demolition, site clearance and ground works) shall be undertaken unless and until:

(a) 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; and

(b) a sample panel shall be constructed on site, inspected and approved in writing by the Local Planning Authority.

The Development shall thereafter be implemented in accordance with such details as so approved before the dwellings approved are occupied.

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

4) Notwithstanding the details shown on the plans, hereby approved, no development shall commence (other than demolition, site clearance and ground works) unless and until detailed bay studies at an appropriate scale (1:10, 1:20 or 1:50) showing details of the construction of the below features have been submitted and approved in writing by the Local Planning Authority:

- window reveals
- residential core entrances
- parapets, fascias and brick on edge details
- projecting and recessed balconies
- rainwater goods

The development shall be carried out and constructed in accordance with the detailed bay studies and schedules approved. For the avoidance of doubt, any features shown on these bay studies where they represent specific parts of the development shall be taken to represent all features of that type throughout the development unless otherwise stated.

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.

5) No development shall commence (other than demolition, site clearance and ground works), unless and until details of the levels of the building(s), road(s) and footpath(s) in relation to adjoining land and highway(s) and any other changes proposed in the levels of the site are submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with such details as approved.

Reason:

To ensure that the work is carried out at suitable levels in relation to the highway and adjoining land having regard to drainage, gradient of access and the amenities of adjoining occupiers and the health of any trees on the site

6) Development 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 sewerage 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 has been completed

Reason: The development may lead to sewage flooding; to ensure that capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community.

- 7) Details about the demolition /construction to be submitted for approval to the Local Planning Authority (LPA). The plan to include a full assessment on how the demolition/ construction phase is proposed, include details about time/frequency/type of traffic associated with the proposed works, including routes that the construction vehicles will take and the effects on the network.

The DCMP to include details on:

- time of deliveries, including frequency per hours, routing of construction vehicles
- access/egress arrangements within the site;
- details of how access will be kept clear/ maintained during works;
- site preparation and construction stages of the development;
- details showing how the vehicles associated with the construction works are properly washed and cleaned to prevent mud and dirt in any adopted highway;
- details of the contractors compound and parking arrangements;

Reason: the proposed development must not unduly affect the free flow of traffic and cause obstructions to bus routes/bus stops operating nearby.

- 8) Before the development hereby permitted is occupied, car parking should be provided in accordance with a scheme to be submitted to and approved by the Planning Authority and spaces shall not be used for any purpose other than parking of vehicles in connection with the approved development. The parking layout should include provision of disabled parking spaces for all elements of the development.

Reason: To ensure that adequate and satisfactory provision is made for the parking of vehicles in the interests of pedestrian and highway safety and the free flow of traffic in accordance with Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

- 9) Prior to the occupation of each phases 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;
- iii. On site parking controls
- iv. The enforcement of unauthorised parking; and
- v. disabled parking spaces
- vi. Electrical Vehicle Charging Points.

The Car Park Management Plan should include details of the proposed monitoring of EVCP and disabled parking spaces, to inform when additional spaces are required to be brought into operation.

Reason: To ensure that parking is provided and managed in line with the council's standards in the interests of highway and pedestrian 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.

- 10) Before the permitted development commences details of the refuse collection arrangements shall be submitted to and agreed by the Local Planning Authority.

Reason: In the interest of highway safety in accordance with Policy M11 of the London Borough of Barnet Adopted Unitary Development Plan 2006.

- 11) Prior to the occupation of the development a Waiver of liability and indemnity agreement in relation to the non-adopted roads in each phase 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.

- 12) The applicant should submit a scheme showing details of the proposed internal access roads layout for approval, including layout and ramp gradient, details of swept paths and turning movements for Heavy Goods Vehicles and Refuse Collection vehicles entering the site and that Heavy Goods Vehicles can turn around within the internal roads. Although the Council will not consider the proposed internal roads for adoption as public highways, the internal roads submitted details should include specification of carriageway construction to adoptable standards to allow for refuse vehicles to enter the site.

Reason: To ensure the safe form of access to the development to conform to 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.

- 13) The approved development shall make provision for cycle parking and cycle storage facilities in accordance with a scheme that shall be submitted to and approved by the Local Planning Authority. Such spaces shall be permanently retained thereafter.

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

- 14) Before the permitted development commences, details about the Recycle/Servicing arrangements shall be submitted to and agreed by the Local Planning Authority, in consultation with the Departments facilitating the collections. In addition, to include physical measures and enclose the designated delivery bay.

Reason: to prevent possible damage on the public Highways. To ensure that this operation 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.

- 15) Notwithstanding the details shown on the plans submitted and otherwise hereby approved none of the buildings of the development hereby permitted shall be occupied until details are submitted to the Local Planning Authority and approved in writing which specify:

(a) the siting and design of all privacy screens that are to be installed as part of the development (including on the shared amenity space on Block A and balconies); and

(b) a schedule of the parts of the development hereby permitted that are to be used for amenity purposes and those which are to be restricted access for maintenance only.

Before the buildings hereby approved are occupied the development shall be implemented in full accordance with the approved details and specifications and shall be permanently retained as such thereafter.

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

- 16) Notwithstanding the details shown on the plans submitted and otherwise hereby approved, no development (other than demolition, site clearance and ground works) shall be commenced until details are submitted to and approved in writing by the Local Planning Authority which specify the details of boundary treatments to be installed within the development. These details shall include materials, type and siting

of all boundary treatments. The development shall be implemented in full accordance with the approved details prior to the first occupation of any residential unit and shall be permanently retained as such thereafter.

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

17) Notwithstanding the details shown on the plans submitted hereby approved, 10% of the residential units provided shall be easily adaptable for wheelchair use or to 'Wheelchair Homes' standards. A plan showing the location and layout of such units shall be submitted to and approved in writing by the Local Planning Authority prior to any development (other than demolition, site clearance and ground works) being commenced. The wheelchair units shall thereafter be constructed as such.

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

18) Before the development hereby permitted commences, details of enclosures and screened facilities for the storage of recycling containers and wheeled refuse bins or other refuse storage containers where applicable, together with a satisfactory point of collection shall be submitted to and approved in writing by the Local Planning Authority and shall be provided at the site in accordance with the approved details before the development is occupied.

Reason:

To ensure a satisfactory appearance for the development and satisfactory accessibility; and to protect the amenities of the area.

19) No construction work resulting from the planning permission shall be carried out on the premises at any time on Sundays, Bank or Public Holidays, before 8.00 am or after 1.00 pm on Saturdays, or before 8.00 am or after 6.00pm on other days unless previously approved in writing by the Local Planning Authority.

Reason:

To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties.

20) A scheme of hard and soft landscaping, including details of existing trees to be retained, shall be submitted to and agreed in writing by the Local Planning Authority before the development, hereby permitted, is commenced.

Reason:

To ensure a satisfactory appearance to the development.

- 21) All work comprised in the approved scheme of landscaping shall be carried out before the end of the first planting and seeding season following occupation of any part of the buildings or completion of the development, whichever is sooner, or commencement of the use.

Reason:

To ensure a satisfactory appearance to the development.

- 22) Upon their first occupation, the commercial units on the ground and first floor of Block A hereby approved as shown shall be occupied for uses falling within Class B1 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.

- 23)(a) No development other than demolition works shall take place on site until a noise assessment, carried out by an approved acoustic consultant, which assesses the likely impacts of noise on the development and measures to be implemented to address its findings has been submitted to and approved in writing by the Local Planning Authority. The report 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 content and recommendations

(b) The measures approved under this condition shall be implemented in their entirety prior to the commencement of the use/first occupation of the development and retained as such thereafter.

Reason: To ensure that the amenities of occupiers are not prejudiced by rail and/or road traffic and/or mixed use noise in the immediate surroundings in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and 7.15 of the London Plan 2015.

- 24)(a) No development shall take place until details of mitigation measures to show how the development will be constructed/adapted so as to provide sufficient air borne and structure borne sound insulation against internally/externally generated noise and vibration has been submitted to and approved in writing by the Local Planning Authority.

This sound insulation shall ensure that the levels of noise generated from the ^IN; as measured within habitable rooms of the development

shall be no higher than 30dB(A) from 7am to 11pm and 30dB(A) in bedrooms from 11pm to 7am.

The report 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 content and recommendations.

(b) The mitigation measures as approved under this condition shall be implemented in their entirety prior to the commencement of the use or first occupation of the development and retained as such thereafter.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of the residential properties in accordance with Policies DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD, and 7.15 of the London Plan 2015.

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

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

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of neighbouring properties in accordance with Policies DM04 of the Development Management Policies DPD (adopted September 2012) and 7.15 of the London Plan 2015.

26) Before the building hereby permitted is first occupied the proposed window(s) in the elevation facing No. 124 Colindale Avenue shall be glazed with obscure glass only and shall be permanently retained as such thereafter and shall be permanently fixed shut with only a fanlight opening.

Reason: To safeguard the privacy and amenities of occupiers of adjoining residential properties in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012) and the Residential Design Guidance SPD (adopted April 2013).

Informatives

1) For any alterations to the vehicle access from the public highway, the applicant must submit an application under Section 184 of the Highways Act (1980) for the proposed new vehicular access and alterations to the existing vehicular access. The proposed access

design details, construction and location will be reviewed by the Development Team as part of the application. Any related costs for alterations to the public highway layout that may become necessary, due to the design of the onsite development, including reinstatement of redundant vehicle access, will be borne by the applicant. The applicant is advised that Transport for London will be consulted regarding the impact on the bus stop in the vicinity of the proposed vehicle access. To receive a copy of our Guidelines for Developers and an application form please contact: Traffic & Development Section – Environment, Planning and Regeneration Directorate, London Borough of Barnet, North London Business Park (NLBP) Building 4, Oakleigh Road South, London N11 1NP

- 2) For construction works adjacent to the public highways, the applicant must contact the Council on 0208 359 2000 for any necessary Highways Licenses
- 3) Thames water requests that the Applicant should incorporate within their proposal, protection to the property by installing for example, a non-return valve or other suitable device to avoid the risk of backflow at a later date, on the assumption that the sewerage network may surcharge to ground level during storm conditions.
- 4) 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, 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 drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921.

Reason

To ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

- 5) Thames Water would recommend that petrol/oil interceptors be fitted in all parking/washing/repair facilities. Failure to enforce the effective use of petrol/oil interceptors could result in oil-polluted discharges entering local watercourses.

LOCATION: Plot 8, Lanacre Avenue, Colindale, NW9

REFERENCE: 15/04039/FUL

WARD(S): Colindale

Received: 30 June 2015

Accepted: 30 June 2015

Expiry: 29 September
2015

Final 26 February 2016

Revisions:

AGENDA ITEM 10b

APPLICANT: London Borough of Barnet

PROPOSAL: Construction of a new council office building between 4 and 9 storeys in height providing 10,777sqm of floorspace comprising 8,361sqm of (B1) office space and 158sqm of (A3) cafe and ancillary space on ground floor. Provision of landscaping and public realm improvements, car and cycle parking and refuse and recycling stores. Amended Plans showing alterations to design of proposed council office building.

RECOMMENDATION: Approve Subject to Conditions

COMMENCEMENT

- 1 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.

PLANS OF THE DEVELOPMENT

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

1663_DWG_PL_001 Location Plan PL00
1663_DWG_PL_101 Proposed Site Plan PL00
1663_DWG_PL_200 Proposed Basement GA PL00
1663_DWG_PL_201 Proposed Ground Floor GA PL00
1663_DWG_PL_202 Proposed First Floor GA PL00
1663_DWG_PL_203 Proposed Second Floor GA PL00
1663_DWG_PL_204 Proposed Third Floor GA PL00
1663_DWG_PL_205 Proposed Fourth Floor GA PL00
1663_DWG_PL_206 Proposed Fifth Floor GA PL00
1663_DWG_PL_207 Proposed Sixth Floor GA PL00
1663_DWG_PL_208 Proposed Seventh Floor GA PL00
1663_DWG_PL_209 Proposed Eighth Floor GA PL00
1663_DWG_PL_210 Proposed Ninth Floor GA PL00
1663_DWG_PL_211 Proposed Roof Floor GA PL00
1663_DWG_PL_220 Proposed North Elevation PL00

1663_DWG_PL_221 Proposed South Elevation PL00
1663_DWG_PL_222 Proposed East Elevation PL00
1663_DWG_PL_223 Proposed West Elevation PL00
1663_DWG_PL_224 Proposed South West Elevation PL00
1663_DWG_PL_240 Proposed Section A & B PL00
Design and Access Statement dated 17 February 2016
Colindale Office Average Daylighting Study dated 24
February 2016
Fire Safety Strategy dated 25 February 2016
Review of Part L2A 2013 Model Report Stage 3 Issue RevD
dated 26 February 2016.
Structural Engineer's Stage 3 Report dated February 2016.
Addendum Planning Statement dated February 2016
Highway Design & Access Statement
Ecological Assessment
Sequential Test & Local Economic Impact Analysis
Drainage Strategy
Transport Assessment
Pers Assessment
Cers Assessment
Travel Plan
Daylight Assessment Report
Daylight Study
Geo-Technical Desktop Study
Acoustic Survey
Air Quality Assessment
Contaminated Land Desktop Study
Energy And Sustainability Statement
Bream Preliminary Assessment
Waste Strategy
Flood Risk Assessment
Utilities Report
Structural Engineering Report
Fire Strategy – Stage 3 Riba
Pre-Construction Information
Transport Assessment Part 1
Transport Assessment Part 2
Transport Assessment Part 3

Reason:

For the avoidance of doubt and in the interests of proper planning and so as to ensure that the development is carried out fully in accordance with the plans as assessed in accordance with Policies CS NPPF and CS1 of the Local Plan Core Strategy (adopted September 2012) and Policy DM01 of the Development Management Policies DPD (adopted September 2012).

MATERIALS

- 3
- a) No development other than works up to ground level shall take place until details of the materials to be used for the external surfaces of the building(s) and hard surfaced areas hereby approved have been submitted to and approved in writing by the Local Planning Authority.
- b) The development shall thereafter be implemented in accordance with the materials as approved under this condition.

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 CS NPPF and CS1 of the Local Plan Core Strategy (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012) and Policies 1.1, 7.4, 7.5 and 7.6 of the London Plan 2011.

LEVELS

- 4
- a) No development shall take place until details of the levels of the building(s), road(s) and footpath(s) in relation to the adjoining land and highway(s) and any other changes proposed in the levels of the site have been submitted to and approved in writing by the Local Planning Authority.
- b) The development shall thereafter be implemented in accordance with the details as approved under this condition and retained as such thereafter.

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 safety and amenities of users of the site, the amenities of the area and the health of any trees or vegetation in accordance with policies CS NPPF, CS1, CS5 and CS7 of the Local Plan Core Strategy (adopted September 2012), Policies DM01, DM04 and DM17 of the Development Management Policies DPD (adopted September 2012), and Policies 7.4, 7.5, 7.6 and 7.21 of the London Plan 2011.

DISABLED ACCESS POINTS

- 5
- a) No development other than works up to ground level shall take place until a scheme indicating the provision to be made for disabled people to gain access to the development has been submitted to and approved in writing by the Local Planning Authority.
- b) The scheme approved under this condition shall be

implemented in its entirety before the first occupation of the development or commencement of the use and retained as such thereafter.

Reason: To ensure adequate access levels within the development in accordance with Policy DM03 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and Policy 7.2 of the London Plan 2011.

ACCESSIBLE PARKING:

- 6 The **five** disabled parking spaces shown on the drawings hereby approved shall be provided prior to the first occupation of the building. The disabled parking bays shall be appropriately line-marked and thereafter kept available for the parking of vehicles at all times. The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.

Reason: In the interest of securing the provision of an appropriate number and standard of disabled parking spaces

INCLUSIVE DESIGN

- 7 The development shall be designed and implemented in accordance with the principles of Inclusive Design. To achieve this:
- a) At least one accessible WC measuring at least 1500x2200mm and fitted with outward opening doors shall be provided at ground and all upper floors;
 - b) The lifts shall be provided as shown on the plans hereby approved and installed and operational prior to the first occupation of the building;
 - c) A manoeuvring space of at least 1500x1500mm shall be provided in front of all lift entrances;
 - d) Level thresholds shall be provided to all external terraces.

The development shall be carried out strictly in accordance with the details so approved, shall be maintained as such thereafter and no change there from shall take place without the prior written consent of the Local Planning Authority.

Reason: In order to facilitate and promote inclusive and sustainable communities

LANDSCAPING SCHEME

8

A landscaping scheme for the development, including each of the proposed terraces, shall be submitted to, and approved in writing by the Local Planning Authority, and completed prior to occupation or such other date for implementation as agreed in the approval.

The landscaping scheme shall include the following details:

- a) an updated Access Statement detailing routes through the landscape and the facilities it provides;
- b) a biodiversity statement detailing how the landscaping scheme maximises biodiversity (including the provision of bats and bird nest boxes);
- c) proposed trees and associated planters: their location, species and size;
- d) soft plantings: including grass and turf areas, shrub and herbaceous areas;
- e) enclosures: including types, dimensions and treatments of walls, fences, screen walls, barriers, rails and hedges;
- f) hard landscaping: including ground surfaces, kerbs, edges, ridge and flexible pavings, unit paving, furniture, steps and if applicable synthetic surfaces;
- g) any other landscaping feature(s) forming part of the scheme.

All landscaping in accordance with the approved scheme shall be completed/planted during the first planting season following practical completion of the development hereby approved. The landscaping and tree planting shall have a two year maintenance/watering provision following planting and any existing tree shown to be retained or trees or shrubs to be planted as part of the approved landscaping scheme which are removed, die, become severely damaged or diseased within five years of completion of the development shall be replaced with the same species or an approved alternative to the satisfaction of the Local Planning Authority within the next planting season.

The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter

Reason: To ensure a satisfactory appearance to the development in accordance with Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and 7.21 of the London Plan 201

GREEN ROOF

9

a) No development other than works up to ground level, unless another date is agreed in writing, until details of the proposed green roof have been submitted to and approved in writing by the Local Planning Authority. The structural design of the building shall take account of the load requirements of the green roof elements.

b) The green roof shall be implemented in accordance with the details approved this condition prior to the commencement of the use or first occupation of the development and retained as such thereafter. Should part of the approved green roof be removed, die, become severely damaged or diseased within five years of the completion of development, it shall be replaced in accordance with the details approved by this condition.

Reason: To ensure that the proposed development does not prejudice the enjoyment of the occupiers of their homes in accordance with Policies DM04 of the Development Management Policies DPD (adopted September 2012) and 7.15 of the London Plan 2011

LANDSCAPING TO FRONT FORECOURT

10

a) Occupation of the building shall not take place until a scheme of hard and soft landscaping to the front forecourt area, including details of existing trees to be retained and size, species, planting heights, densities and positions of any soft landscaping, has been submitted to and agreed in writing by the Local Planning Authority, and completed in accordance with that approval..

b) The proposed planting of the trees on public highway must be subject to detailed site investigation. Prior to commencement of the development hereby approved, the species, size and siting of the proposed trees on public highway including the removal of the existing trees, shall be clearly shown on a drawing to be submitted to and agreed in writing by the Local Planning Authority.

c) All work comprised in the approved scheme of landscaping shall be carried out before the end of the first planting and seeding season following occupation of any part of the buildings or completion of the development, whichever is sooner, or commencement of the use.

d) Any existing tree shown to be retained or trees or shrubs to be planted as part of the approved landscaping scheme which are removed, die, become severely damaged or diseased within five years of the completion of development

shall be replaced with trees or shrubs of appropriate size and species in the next planting season.

Reason: To ensure a satisfactory appearance to the development in accordance with Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and 7.21 of the London Plan 2011.

LANDSCAPE MANAGEMENT

- 11
- a) No site works (including any temporary enabling works, site clearance and demolition) or development shall be commenced. The building shall not be occupied until details of a Landscape Management Plan for all landscaped areas for a minimum period of 25 years have been submitted to and approved in writing by the Local Planning Authority.
 - b) The Landscape Management Plan shall include details of long term design objectives, management responsibilities, maintenance schedules and replacement planting provisions for existing retained trees and any new soft landscaping to be planted as part of the approved landscaping scheme.
 - c) The approved Landscape Management Plan shall be implemented in full in accordance with details approved under this condition.

Reason: To ensure a satisfactory appearance to the development in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012), Policies CS5 and CS7 of the Local Plan Core Strategy (adopted September 2012) and Policy 7.21 of the London Plan 2011.

SUDS MANAGEMENT AND MAINTENANCE

- 12
- No development shall proceed above ground level unless and until a detailed implementation, maintenance and management plan of the approved sustainable drainage scheme has been submitted to and approved in writing by the Local Planning Authority.
- Those details shall include:
- I. a timetable for its implementation, and
 - II. a management and maintenance plan for the lifetime of the development which shall include the arrangements to secure the operation of the sustainable drainage scheme throughout

its lifetime.

No building hereby approved shall be occupied unless and until the approved sustainable drainage scheme for the site has been installed /completed strictly in accordance with the approved details.

The scheme shall thereafter be managed and maintained in accordance with the approved details.

Reason: To ensure that sustainable management of water and minimise the potential for surface level flooding.

CONSTRUCTION METHOD STATEMENT

- 13 a) No development or site works shall take place on site until a 'Demolition & Construction Method Statement' has been submitted to and approved in writing by, the Local Planning Authority.

The Statement shall provide for: access to the site; the parking of vehicles for site operatives and visitors; hours of construction, including deliveries, loading and unloading of plant and materials; the storage of plant and materials used in the construction of the development; the erection of any means of temporary enclosure or security hoarding and measures to prevent mud and debris being carried on to the public highway and ways to minimise pollution.

- b) The development shall thereafter be implemented in accordance with the measures detailed within the statement.

Reason: In the interests of highway safety and good air quality in accordance with Policies DM04 and DM17 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and Policy 5.21 of the London Plan (2011).

CONSTRUCTION WORKING HOURS

- 14 No construction work resulting from the planning permission shall be carried out on the premises at any time on Sundays, Bank or Public Holidays, before 8.00 am or after 1.00 pm on Saturdays, or before 8.00 am or after 6.00pm pm on other days.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties in accordance with policy DM04 of the Development Management Policies DPD (adopted September 2012).

WHEEL CLEANING

- 15 Provisions shall be made within the site to ensure that all vehicles associated with the construction of the development hereby approved are properly washed and cleaned to prevent the passage of mud and dirt onto the adjoining highway.

Reason: To ensure that the development does not cause danger and inconvenience to users of the adjoining pavement and highway.

DETAILS OF REFUSE AND RECYCLING STRATEGY

- 16 a) Notwithstanding the details submitted with the application and otherwise hereby approved, the building shall not be occupied until no development other than demolition works shall take place until details of (i) A Refuse and Recycling Collection Strategy, which includes details of the collection arrangements and whether or not refuse and recycling collections would be carried out by the Council or an alternative service provider, (ii) Details of the enclosures, screened facilities and internal areas of the proposed building to be used for the storage of recycling containers, wheeled refuse bins and any other refuse storage containers where applicable, and (iii) Plans showing satisfactory points of collection for refuse and recycling, have been submitted to and approved in writing by the Local Planning Authority.

b) The development shall be implemented and the refuse and recycling facilities provided in full accordance with the information approved under this condition before the development is first occupied and the development shall be managed in accordance with the information approved under this condition in perpetuity once occupation of the site has commenced.

Reason: To ensure a satisfactory appearance for the development and satisfactory accessibility; and to protect the amenities of the area in accordance with Policy CS14 of the Local Plan Core Strategy (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012) and the Sustainable Design and Construction SPD (adopted April 2013).

EXTRACTION AND VENTILATION EQUIPMENT

- 17 a) No development shall take place above ground level details of all extraction and ventilation equipment to be

installed as part of the development have been submitted to and approved in writing by the Local Planning Authority. The report 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 content and recommendations.

b) The development shall be implemented in accordance with details approved under this condition before first occupation or the use is commenced and retained as such thereafter.

Reason: To ensure a satisfactory appearance for the development and satisfactory accessibility; and to protect the amenities of the area in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012) and Policy CS14 of the Local Plan Core Strategy (adopted September 2012).

IMPACT OF NOISE FROM VENTILATION AND EXTRACTION PLANT ON DEVELOPMENT

18 a) No development shall take place above ground level until a report has been carried out by a competent acoustic consultant that assesses the likely noise impacts from the development of the ventilation/extraction plant, and mitigation measures for the development to reduce these noise impacts to acceptable levels, and has been submitted to and approved in writing by the Local Planning Authority.

The report 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 content and recommendations.

b) The measures approved under this condition shall be implemented in their entirety prior to the commencement of the use/first occupation of the development and retained as such thereafter.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of neighbouring properties in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and Policy 7.15 of the London Plan 2011.

AIR POLLUTION MITIGATION MEASURES

19 A scheme of proposed air pollution mitigation measures shall

be submitted to and approved in writing by the Local Planning Authority and the approved mitigation scheme shall be implemented in its entirety in accordance with details approved under this condition before any of the development is first occupied or the use commences and retained as such thereafter.

Reason: To ensure that the amenities of occupiers are protected from the poor air quality in the vicinity in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and Policy 5.3 of the London Plan 2011.

Reason: To ensure that the amenities of occupiers are not prejudiced by rail and/or road traffic vibration in the immediate surroundings.

BREEAM

- 20
- a) The non-residential development is required to meet the BREEAM VERY GOOD level.
 - b) Before the development is first occupied the developer shall submit certification of the selected generic environmental standard.

Reason: To ensure that the development is sustainable and complies with Strategic and Local Policies in accordance with Policy DM02 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and Policies 5.2 and 5.3 of the London Plan (2011).

DETAILS OF PARKING, CYCLING AND TURNING SPACE TO BE PROVIDED AS ON PLAN

- 21
- a) Before the development hereby permitted is first occupied or the use first commences, parking spaces, cycle parking and turning spaces as shown on Drawing **061 001** ; shall be provided and marked out within the site.
 - b) The parking spaces shall be used only in accordance with the scheme approved as part of this condition and not be used for any purpose other than the parking and turning of vehicles in connection with the approved development.

Reason: To ensure that parking and associated works are provided in accordance with the council's standards in the interests of pedestrian and highway safety and the free flow of traffic in accordance with Policy DM17 of the Development Management Policies DPD (adopted September 2012) and Policies 6.1, 6.2 and 6.3 of the London Plan 2011.

PD – NO TELECOMMUNICATIONS INSTALLATIONS

22 Notwithstanding the provisions of any development order made under Section 59 of the Town and Country Planning Act 1990 (or any Order revoking and re-enacting that Order) no installation of any structures or apparatus for purposes relating to telecommunications shall be installed on any part the roof of the building(s) hereby approved, including any structures or development otherwise permitted under Part 24 and Part 25 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (as amended) or any equivalent Order revoking and re-enacting that Order.

Reason: To ensure that the development does not impact adversely on the townscape and character of the area and to ensure the Local Planning Authority can control the development in the area so that it accords with Policies DM01 and DM18 of the Development Management Policies DPD (adopted September 2012).

CONSTRUCTION LOGISTICS PLAN

23 No development shall take place unless and until a Construction Logistics Plan (CLP) has been submitted to and approved in writing by the Local Planning Authority. The approved CLP shall be adhered to throughout the construction period. The CLP shall provide details of:

1. the parking of vehicles of site operatives and visitors
2. loading and unloading of plant and materials
3. storage of plant and materials used in constructing the development
4. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
5. wheel washing facilities
6. measures to control the emission of dust and dirt during construction
7. a scheme for recycling/disposing of waste resulting from demolition and construction works

The report shall assess the impacts during the construction phases of the development on the Transport for London controlled Farringdon Road, nearby residential amenity and other occupiers together with means of mitigating any identified

impacts. The development shall be carried out strictly in accordance with the details so approved and no change therefrom shall take place without the prior written consent of the Local Planning Authority.

Reason: In order to secure highway safety and free flow of traffic on adjoining roads, local residential amenity and mitigate the impacts of the development.

DELIVERY AND SERVICE MANAGEMENT PLAN

- 24 A delivery and service management plan shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the development. The plan shall include details of all servicing and delivery requirements of the site, including waste and recycling collection and details of how safe access to and from the disabled parking bay shall be provided and managed.
The development shall be carried out strictly in accordance with the details so approved and no change therefrom shall take place without the prior written consent of the Local Planning Authority.

Reason: In order to secure highway safety and free flow of traffic on adjoining roads, local residential amenity and mitigate the impacts of the development.

CAR PARKING

- 25 The development authorised by this permission shall not begin until the local planning authority has approved in writing the proposed arrangements, including the obtaining of planning permission for the proposed use; for the provision of staff car parking which will be:

- (i) within the the RAF Museum car park , Grahame Park Way, Colindale
- (ii) available to the Council and any subsequent occupier for the purposes of staff car parking;
- (iii) available for the life of the building;

The occupation of the development shall not begin until those works have been completed in accordance with the local planning authority's approval and have been certified in writing as complete by or on behalf of the local planning authority.

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 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.

CAR PARKING MANAGEMENT PLAN

- 26 Before the development hereby permitted commences a Car Parking Management Plan shall be submitted to and agreed in writing by the Local Planning Authority. The Car Park Management Plan should ensure that parking provision will be managed and allocations enforced to ensure that there is no detrimental impact on public highway due to any overspill parking and that there are no adverse impacts on parking in the area. The Car Park Management Plan should also ensure that adequate disabled parking levels are provided and that travel/parking demands are managed via a Travel Plan.

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 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.

PEDESTRIAN ENHANCEMENTS

- 27 Before the development hereby permitted is occupied, pedestrian enhancements must be submitted to and approved by the Local Planning Authority on routes from the proposed development to both the Colindale LU Station and the proposed off-site car parking at the RAF museum to encourage more people to use public transport links.

Reason: To ensure that adequate and satisfactory provision is made for pedestrian connectivity in the interests of pedestrian and 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.

TRAVEL PLAN

- 28 Before the development hereby permitted is occupied a Full Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Full Travel Plan shall meet the criteria in the 2013 Transport for London Travel Plan guidance and be ATTrBuTE and TRICS/SAM compliant. The life span of the Travel Plan shall be for at least 5 years with

the Travel Plan to be submitted at least 3 months prior to occupation and then within 6 months containing all survey data and then in years 1,3, and 5. A Travel Plan Champion should be in place for the life of the Travel Plan.

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.

DELIVERY AND SERVICING PLAN (DSP)

29 Before the development hereby permitted is occupied a full Delivery and Servicing Plan (DSP) shall be submitted to and agreed 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.

ELECTRIC VEHICLE CHARGING POINTS

30 Before the development hereby permitted is occupied full details of the electric vehicle charging points to be installed in the development shall be submitted to the Local Planning Authority and approved in writing. These details shall include for the provision of 20% active and 10% passive parking spaces with electric vehicle charging facilities. The development shall be implemented in full accordance with the approved details prior to first occupation and maintained thereafter.

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.

CONSTRUCTION MANAGEMENT PLAN

31 A Construction Management Plan must be submitted to and approved by the Local Planning Authority. This document shall include all relevant details including hours of delivery and routes. This document following approval must be complied with 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.

REFUSE COLLECTION

- 32 Before the development hereby permitted commences details of the refuse collection arrangements shall be submitted to and agreed 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.

STOPPING UP

- 33 Prior to the commencement of the development hereby approved, details of any public or private land fronting the development used by public for access will require to be stopped up under Section 247 of the Town and Country Planning Act to facilitate the development and shall be submitted to and agreed with the Local Planning Authority.

To ensure that adequate public access is provided throughout the development.

GROUND FLOOR DESIGN CHANGES

- 34 The development shall not proceed above ground level until the local planning authority has approved in writing details of the revisions to the external appearance and ground floor layout which adequately reflect the illustrative drawings (reference) which were submitted to the Council on the 14 September 2015.

The occupation of the development shall not begin until those works have been completed in accordance with the local planning authority's approval and have been certified in writing as complete by or on behalf of the local planning authority.

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 CS NPPF and CS1 of the Local Plan Core Strategy (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012) and Policies 1.1, 7.4, 7.5 and 7.6 of the London Plan 2011.

DELIVERY OF HIGHWAYS AND TRANSPORT IMPROVEMENTS

35 The development authorised by this planning permission shall not begin until the Local Planning Authority has approved in writing a scheme for the arrangements to secure the following:

- The delivery of Public realm improvements;
- The delivery of improvements to bus services serving the site;
- A mechanism to ensure that traffic generated by the development is within the capacity of the parking and other provisions to serve the development and avoids any adverse impacts on the local highway network;

And the development may not be occupied otherwise than in accordance with the approved scheme.

Reason:

To ensure the proper functioning of the development in relation to highways and transport considerations

CONTAMINATED LAND

36. Part 1

Before development commences other than for investigative work:

A desktop study (Preliminary Risk Assessment) 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 (Preliminary Risk Assessment) 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 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.

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 shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.

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 is occupied.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety in accordance with Policy CS NPPF of the Local Plan Core Strategy DPD (adopted September 2012), DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and 5.21 of the London Plan 2011.

Background:

The above planning application for the construction of a new Council HQ Office Building at Plot 8 Lanacre Avenue was reported to the Planning Committee Meeting on the 1st October 2015. Members resolved to grant planning permission subject to no direction of call in being received from the Mayor of London or the Secretary of State.

Subsequent to this resolution confirmation has been received from both the Mayor of London and the Secretary of State that neither want to direct or call in the application and the Council can lawfully determine the application under the Committee Resolution of the 1st October 2015. However no decision has been issued to date and the application is still live.

The Plans for the new Council HQ Office Building have progressed since the Committee Resolution resulting in a design and layout which differs in several regards from the scheme which was earlier reported to Committee.

This report should be read as an addendum to the Officer Report to the 1st October Planning Committee Meeting along with Appendixes to this report, as well as the Addendum in so far as it relates to this item. These items are included as Appendixes

Main Changes

- Alterations to the heights distribution of the building, with the 1st October scheme proposing a mixture of 4, 6, 8 and 9 storeys, while the current application proposes a more simplified 4 storeys and 9 storey development in the form of a central tower of 9 storeys in height, with the remainder of the site along the eastern side of the building being limited to 4 storeys with an external landscaped area at 4th storey roof level.
- Increase in the footprint coverage of the building by squaring off the building on the eastern flank of the proposed building along with a readjustment on the western elevation, resulting in the building extending a further 780mm to the west and 1020mm to the east.
- Addition of basement level measuring 329.9 m²
- Increase in total floor area to 11,146 m² from 10,777m² (Principally due to the additional of the basement; excluding the basement area, the floor area of the building marginally increases to 10,816 M²).
- Slight increase in Café area from 158 m² to 170 m².
- Alterations to the site layout providing a dual height public entrance with café, along with a separate staff and goods entrance. The layout of the building is also altered providing an active frontage on all sides by moving facilities such as showers to the middle of the building, while providing additional meeting space as well as providing larger open plan office space on the upper storeys.
- Alterations to the external façade of the building with the current scheme proposing the use of horizontal brick cladding and double height floor to ceiling windows along with horizontal reconstituted stone cornice banding every second floor. In contrast the 1st October scheme proposed a predominately glazed structure with external aluminium framed cladding with vertical projecting metal fins.

Public Consultation and Views Expressed

Due to the nature of the proposed changes a full public reconsultation of 1274 neighbouring properties was sent out on the 26th February giving a period of 14 days to make representations. This consultation involved all persons originally consulted on the proposal as well as additional persons who made representations.

At the time of writing one anonymous letter of representation has been received, raising the following comments:

Unfair to build a nice office building with landscaping when the local area is in a poor environmental state, the volume of development in the area and lack of parking and open space in Colindale.

(Officer Comments: The objection is anonymous and appears to relate in a general way to Colindale as a whole rather than the development in question).

Any additional letters received prior to the Planning Committee Meeting will be reported in the Addendum.

Officer Assessment

The principle of the erection of a 9 storey office building with community space on the ground floor in this location is already established under the Committee Resolution of the 1st October 2015, the policy context and justification is discussed at length in the Planning Committee Report for this Committee which is included in Appendix A. While there is a slight change in the floor area of the building, the quantity involved is 'de minimus' in the context of the scale of the development and is not considered to raise any additional land use issues.

The main issues arising out of the proposed changes are design considerations, neighbouring amenity implications and equalities and parking considerations.

Design, Scale and Massing

The current application proposals involve modifications to the plans which were previously reported to Planning Committee on the 1st October 2015. The principal changes in relation to the massing involve a simplification of the building mass of the building involving a four storey and a nine storey element while the earlier scheme proposed a mixture of 4, 6, 8 and 9 storeys. The plans also involve an increase in the building footprint, by up to 0.78 on the western elevation and 1.02m on the eastern elevation. In relation to the maximum height of the building, the current plans allow for a maximum height of 37.8m which is 12cm lower than the original scheme.

Overall in relation to massing while there are some sections which are higher than the scheme presented to the 1st October Planning Committee Meeting, this is more than compensated for by the removal of the 6 storey element on the eastern

elevation and the 6 and 8 storey elements on the northern elevation, resulting in a more satisfactory relationship to the surrounding pattern of development.

In relation to the detailed design the external façade of the building has been altered with the use of horizontal brick cladding and double height floor to ceiling windows along with horizontal reconstituted stone cornice banding every second floor. In contrast the 1st October scheme proposed a predominately glazed structure with external aluminium framed cladding with vertical projecting metal fins. The design alterations results in a significantly improved appearance to the earlier approved scheme which is considered appropriate for a landmark building in this location

Neighbouring Amenity

The development site adjoins a mixed use (retail and residential) building to the south east, three storey residential properties to the east, a 4-5 storey college building to the west and a consented and under construction 5 and 6 storey residential development to the north west and north respectively. In relation to these the most critical relationships are between the development and the three storey residential development to the east along with the residential development being constructed to the north and north east.

In this regard, while the 9 storey element projects an extra metre to the east on the southernmost point, this is compensated for by the removal of the six storey element which was previously proposed in close proximity to these properties. Similarly to the north, while the 9 storey part of the proposal extends slightly further northwards, the 6 and 8 storey elements of the proposal have been removed, resulting in the section of the building located closest to these blocks being limited to 4 storeys in height. A summary daylight assessment submitted with the amendments indicates that the proposal would adversely affect 7 rooms in the adjoining development within the under construction Genesis Housing scheme to the north as opposed to 5 with the original scheme, officers have assessed the adverse effects on adjoining blocks and consider that there is no significant or demonstrable harm to the amenities of adjoining properties, given the high density form of development in this part of Colindale.

Highways and Parking

The proposal does not alter the proposed parking provision from what was proposed in the scheme reported to the 1st October Committee, with the scheme proposing 5 disabled spaces immediately outside of the application site together with up to 94 spaces proposed in the neighbouring RAF Museum Car Park. Given that this is unchanged, it is not considered the conclusions contained within the Officer Report of the 1st October apply in this regard.

Equalities and Diversities

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

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

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

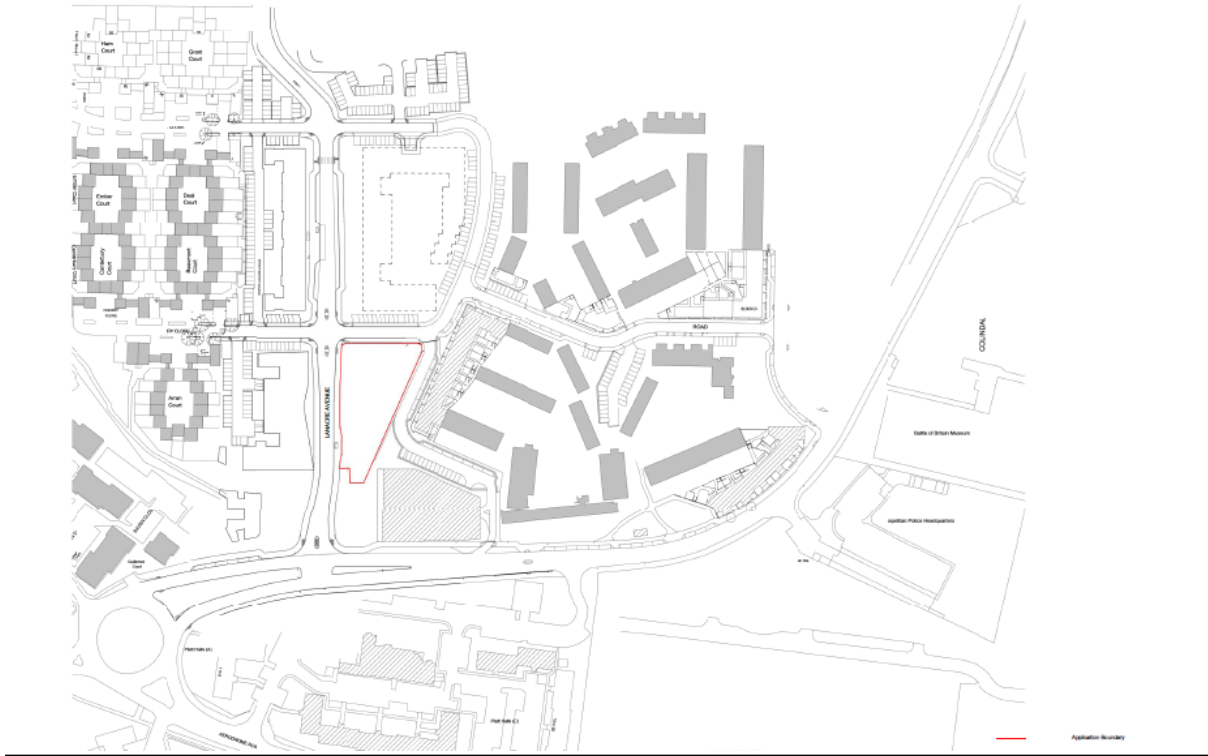
- age;
- disability;
- gender reassignment;
- pregnancy and maternity;
- race;
- religion or belief;
- sex;
- sexual orientation.

The proposed office building will be fully disabled accessible, with level access to the building and lift access to all upper floors and the 4th floor roof top amenity area. The proposed drawings show the provision of five disabled spaces which is the same as the scheme reported to the 1st October Committee, which is considered acceptable.

Conclusion

The proposed changes which have been made to the design and layout of the proposal for a new 9 storey Council Office Building at Plot 8 Lanacre Avenue, are considered acceptable, resulting in a better form and improved design over the scheme which was previously resolved to be Granted Planning Permission at the Planning Committee Meeting of the 1st October. It is not considered that the proposed changes raise any additional land use, or highway implications. It is also considered that the proposed changes would not result in any significantly increased impact upon the amenities of neighbouring residential properties.

Site Location Plan



This page is intentionally left blank

APPENDIX 1: Officer Report to 1st October 2015 Planning Committee Meeting

LOCATION	Plot 8, Lanacre Avenue, Colindale, NW9		
REFERENCE	15/04039/FUL	Received	30/06/15
WARD	Colindale	Accepted	30/06/15
APPLICANT	Re	Expiry	29/09/15
PROPOSAL	Construction of a new council office building between 4 and 9 storeys in height providing 10,777sqm of floorspace comprising 8,361sqm of (B1) office space and 158 sqm of (A1) café and ancillary space on ground floor. Provision of landscaping and public realm improvements, car and cycle parking and refuse and recycling stores		

APPLICATION SUMMARY

This application concerns a proposed office development of a vacant plot situated within stage A of the Graham Park Master Plan. The application site was included as part of the residential development known as phase 1B of the master plan. As a result there is an extant planning permission on the application site which would allow the erection of a residential building of up to 13 storeys in height with a commercial unit and a community centre at ground floor and part first floor level.

Planning permission is now sought for the erection of an office building which would be part four, part six and park nine storeys in height and which would comprise 10,761 m² of gross external floor space. The report recommends that planning permission is granted for this development which is supported by the stage one comments of the Mayor of London.

The report indicates that this proposal has come forward at an important time in the development of the Grahame Park master plan. The report notes that whilst the original master plan was granted outline planning permission in 2007, implementation has been slow. The report indicates that a comprehensive review of the remainder of the master plan which is known as stage B is currently being carried out with the result that a SPD will be published in early 2016.

The application site occupies a key location which encloses the northern boundary of the newly formed Southern Square. On the opposite side of Lanacre Avenue is the site which is being developed provide a replacement

building for the Barnet and Southgate College. Together these buildings will form a valuable catalyst for the regeneration of Grahame Park, due to the number of people visiting the area and, over time, the employment opportunities that local people can seek.

There have been negotiations on the design of the building whilst the application has been considered. One issue that was raised by a number of respondents was the fact that the previous approval included a community centre as well as a café. The applicants have been willing to amend the application so that the ground floor has been improved in a number of ways. The building opens onto the public realm in all four directions. The main entrance to the building lies to the south encouraging footfall across the square. A new entrance has been inserted into the western elevation facing Lanacre Avenue. This makes the ground floor far more accessible and the layout now includes a number of meeting rooms which can be used by the local community. The café space will now be integrated with the office reception area that's creating a larger and more valuable facility. This will be open in the evenings and at the weekends when the offices are closed.

The provision of a community centre is now being considered as part of the stage B review of the Grahame Park master plan. Grahame Park is already served by an existing community centre and its replacement will be provided for in the revised master plan. It is no longer envisaged that it will be on this site.

Some concern was raised during consultation about the implications for the local area should the councils travel plan failed to prevent staff from parking in the surrounding residential streets. This issue will be embraced in a number of ways. First of all, there is the question of the travel plan which will set out targets for the proportion of staff who will travel in different ways. Secondly, there will only be a limited number of car parking spaces for use by the staff and those will only be available for key essential users. Thirdly, there will be investment in public transport improvements such as the potential provision of a bus service linking Finchley to Colindale. Finally the controlled parking zone will be implemented and it will be intended to work with local stakeholders to ensure that private car parks will be controlled in the same way as if they were public highway or public car parks.

The remainder of the report deals with all of the issues affecting the planning application but at this stage it was felt important to inform the Committee of these key considerations.

Application Site

The application site comprises a vacant 0.4 ha plot situated within Grahame Park in the Colindale Ward. It is located along a re-aligned Lanacre Avenue, approximately 50 metres to the north of its junction with Grahame Park Way.

Following demolition of the previous residential uses, the site is boarded-up and comprises rough ground, which is being used to store building materials.

The application site is located within the Grahame Park Masterplan Area. As a result, the perimeter of the site has been surrounded by new highways, footways and pedestrian areas. In particular, a large 5-7 storey residential block accommodating a supermarket at ground floor use has recently been erected adjacent to the south-east corner of the site and 3 storey residential dwellings have been constructed to the east.

A vacant building plot exists to the north which will shortly accommodate more new housing development and a 5 storey college facility is being erected on the site on the opposite side of Lanacre Avenue to provide a replacement building for Barnet and Southgate College, currently located at a site several hundred metres up Grahame Park Way. The college will incorporate a public library and a Centre for Independent Living.

Proposed Development

Planning permission is sought for the erection of an office building which would be part 4, 6 and 9 storey in height comprising 10,761m² (115,788 sq ft) gross external area of accommodation.

This would include 8364 sq m (90,000 sq ft) net internal area of office floorspace space (B1 Business use) with a 158 sq m (1,700 sq ft) net internal area Retail Class A1 Shops/Café on the ground floor and ancillary space

The proposed development also makes provision for landscaping and public realm improvements, car and cycle parking and refuse/recycling store.

RECOMMENDATION

Approve the application subject to:

Recommendation 1 (Mayor)

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

In the event that the Mayor issues no direction or calls in the application, the application will then be referred to the Secretary of State as a Departure..

Recommendation 2 (Conditions)

That upon completion of the arrangements referred in Recommendation 1, the Assistant Director of Development Management and Building Control approves the planning application reference 15/04039/FUL under delegated powers subject to the conditions contained in Appendix 1 and any changes to the wording or additions/deletions of the conditions considered necessary by the Assistant Director of Development Management and Building Control

1 . MATERIAL CONSIDERATIONS

1.1 The Grahame Park Masterplan

The application site comprises a vacant 0.4 ha plot situated within the Grahame Park Estate Masterplan Area within the Colindale Ward. It is located alongside the newly re-aligned Lanacre Avenue, approximately 50 metres to the north of its junction with Grahame Park Way. Following demolition of the previous residential uses, the site is boarded-up and comprises rough ground, which is being used as a builder's compound related to development being undertaken nearby. To provide the Committee with a context for understanding the issues raised by this application, the following paragraphs will explain how the application being considered fits into the Masterplan.

As Members are no doubt aware, the Grahame Park Estate was built by the Greater London Council in the 1960s and 70s, originally comprising 1,777 homes. It is located in Colindale, and the inappropriate application of Radburn principles of separating vehicles and pedestrians, led to unsafe and difficult circulation routes. These factors, coupled with poor accommodation, overcrowding and poorly integrated local facilities have resulted in the estate becoming isolated from the rest of Colindale.

In 2003 residents voted in favour of a full regeneration of the estate and in 2004 a Masterplan was submitted for planning permission, with outline consent approved in 2007. However, the masterplan is now over 10 years old and needs updating, with only a relatively small amount of the envisaged regeneration implemented.

As a result, in discussion with the Council, Genesis Housing Association (GHA) have taken the decision to undertake a comprehensive review of the remainder of the masterplan (known as Stage B), to add drive to the project. This is being achieved by the preparation of a Supplementary Planning Document which will provide the Council with a framework within which to consider individual detailed planning applications for a series of phases over a 10-15 year period and provide policy certainty to GHA. Following consultation, it is anticipated that the SPD will be adopted by the Council in the early part of 2016. This will then support

development management and provide a basis for land assembly where necessary, including possible use of Compulsory Purchase Orders (CPOs). This process is providing for a complete review of the form of residential development and the strategy for the provision of retail and community facilities.

As explained above, the redevelopment of Grahame Park has so far focussed on Stage A. The planning history can be summarised as follows:

W01731JS/04 – Granted 17/01/2007

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

This is the original outline permission for the redevelopment of the Grahame Park Estate. This consent was subsequently amended under a S.73 to vary the approved phasing under reference **W01731LB/07** and an extension to the time limit for implementing the planning permission was approved on 16th February 2011 under planning reference **H/04448/10**.

Within Stage A, Phases 0 and 1A have been implemented. These phases are largely complete and occupied. Phase 0 is located to the east of the Catholic Church, whilst Phase 1A is located to the west of the park.

The application site, now known as Plot 8 Stage A, falls within Phase 1B, which is the southernmost phase of the development, and which has reserved matters approval for 446 residential units, as well as non-residential uses, including a new library, community centre and retail. Lanacre Avenue has been shifted to the east to create development plots, with the new Avenue opening in December 2014:

H/00308/11 – Granted 21/02/2012

Reserved matters application seeking approval for design, external appearance and landscaping for Phase 1B of the Grahame Park Estate Regeneration comprising 446 residential units (including Block A9), 5,483sqm (GEA) of non-residential floorspace including a library (Use Class D1), community centre (Use Class D1), supermarket (Use Class A1) and ancillary retail units (Use Classes A1, A2 and A3), pursuant to condition 6 of planning permission reference H/04448/10 dated 16/02/11 for the extension to the time limit for implementing outline planning permission reference W01731LB/07 dated 09/04/08 for the regeneration of Grahame Park Estate, together with details of traffic management/highway improvements (condition 11) and phasing plans (condition

47) required to form part of the reserved matters, and details of the construction methods statement in order to discharge condition 49.

Plots A2, A4, C1, C2, C3 and C4 are complete and occupied as residential. Plot A6 has been completed and comprises a new Sainsbury's Local, a pharmacy and a post office re-provided from the Concourse, with flats above.

A further S.73 application was approved on the 21st February 2012 to alter the block layout in Phase 1B (reference **H/00309/11**).

Plot A8 (now known as Plot 7 Stage A)

Has separate permission under reference **H/00320/14** for a new Barnet College campus with public library and centre for independent living. Due to commence May 2015 for September 2016 opening.

Plot A9 (now known as Plot 9 Stage A) Small development of 5 residential units and some retail space approved under planning reference **H/00310/11** and is located to the south of the College.

Plot B1 and B6

Residential developments to be built out in accordance with reserved matters consent and S.96a approval reference **H/04502/14**.

1.2 The Application Site and the Surrounding Area

The application site is located on the eastern side of the newly re-aligned Lanacre Avenue. It is a cleared site created by the demolition of former residential properties and comprises 0.4 hectares in area. Were it not for the stepped southern boundary the site could be described as trapezoid in shape. Its size and shape is very much a function of the realignment of Lanacre Avenue and the new residential development to the east.

It occupies a key location which encloses the northern boundary of the newly formed Southern Square. The eastern side of the square is formed by the recent development of Block A6 which comprises a Sainsbury's local store with residential above. To the west is Lanacre Avenue on the other side of which the College is under construction and residential development is planned, to the south the square is open to Grahame Park Way.

The college is a 5 storey facility is being erected on a site on the opposite side of Lanacre Avenue to provide a replacement building for Barnet and Southgate College, currently located at a site several hundred metres up Grahame Park

Way. The college building will also incorporate a public library and a Centre for Independent Living.

To the north of the application site lie two proposed residential sites B1 and B6.

The wider surrounding area comprises a considerable mix of established residential and non-residential land uses and major new developments taking place as part of the on-going regeneration of Colindale. Middlesex University Halls of Residence sit across Grahame Park to the south, including a Listed former mess building, the White House with the Peel Centre beyond. Beaufort Park, a major development site lies to the south-east and further along Grahame Park Way are situated Colindale Police Station, the RAF Museum and St James's Secondary and the Orion Primary Schools.

The site lies approximately 350 metres away from the recently refurbished Colindale Underground Station to the West along Colindale Avenue and is located at the heart of the emerging new neighbourhood centre of the regeneration area and the associated new developments taking place here. This includes The Pulse, a new residential led development at the former Colindale Hospital site accommodating approximately 1000 dwellings and commercial units fronting onto a new public plaza and a development opportunity opposite on the former British Newspaper Library site which is being implemented providing over 300 new residential units and commercial uses.

The application site and proposed office use would benefit from the infrastructure, transportation links and amenities already in place locally and the further development opportunities yet to be implemented. It is situated for instance next to a new Sainsbury's supermarket and an established new urban quarter opposite at Beaufort Park, supported by a broad range of retail and community facilities along Heritage Avenue. This forms a small shopping parade street featuring a convenience store as well as a number of local businesses including, a public house, restaurant, cafe, hairdressers and a children's day care centre, all within a convenient walking distance of the development.

It should be also noted that the key town centres of Colindale, Burnt Oak and Hendon as well as the Brent Cross regional shopping centre are located within easy reach of the site and provide a wide range of additional retail, commercial and community facilities.

The existing road network will enable employees, visitors and other users of the site to utilise existing public transport networks and infrastructure already in place. The proposed site is well served by public transport via a frequent bus service operating nearby; the nearest stop, 'Cherry Close', is located immediately outside the proposed building's main entrance. The pedestrian network surrounding the proposed development in particular would provide good access

to the nearest public transport interchanges including the underground station at Colindale.

In addition to Colindale Underground Station, other rail connections are located slightly further afield with the nearest over-ground links at Mill Hill Broadway approximately 1.4 miles away to the north and Hendon approximately 1.8 miles to the south. Both Stations provide direct connections to London St. Pancras every 15 minutes. Services in a northerly direction connect to Luton, Bedford and beyond. Frequent bus services serve all nearby transport links.

There are currently no taxi ranks, pick up drop off and coach parking in the immediate vicinity of the site although there are taxi facilities at Colindale Underground Station.

The application site is accessed by private vehicle by means of an established and well connected existing road network. The main thoroughfare of Lanacre Avenue/Grahame Park Way is linked to the A5 to the west, the A41 to the east, and the A5150 to the south, whilst sharing close links with the M1 (via Junction 1 & 2).

Parking controls on the roads surrounding the proposed development are in a state of change due to the on-going regeneration of the local area. Colindale is located within Controlled Parking Zone (CPZ) P, with parking restrictions in force between 1400 and 1500 Monday – Friday on the following roads - Ajax Avenue; Annesley Avenue; Booth Road; Cecil Road; Colindale Avenue; Eagle Drive; Falcon Way; Harrier Road; Pasteur Close; Rankin Close; Raven Close; Sheaveshill Avenue.

There is unrestricted parking on Grahame Park Way from Lanacre Avenue to Chancellor Place on both sides and to the west between Lanacre Avenue and Eagle Drive.

1.3 Consultation

Summary of applicant's statement of community involvement

The National Planning Policy Framework (NPPF) recommends that developers engage with local communities during the pre-application stage.

Para 188 of the NPPF states: "Early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties."

The applicant had regard to the Councils Statement of Community Involvement (SCI) adopted in June 2007. This encourages developers to undertake pre-application discussions and early community consultation. The SCI confirms that

pre-application community consultation will be recorded as part of the decision making process.

The SCI explains how the applicants undertook an approach to consultation which adhered to the principles of the NPPF and the SCI.

In order to engage with the local community, an exhibition of the proposals was held on Tuesday 26 and Wednesday 27 May 2015, at the RAF Museum. Letters inviting the local residents and businesses to the public exhibition were hand-delivered on 15 May 2015 to 5,500 properties in the surrounding area.

An attendance sheet was filled in for all visitors to the exhibition, and this records that 48 people visited over the two days. A form was available for those wishing to make a written comment on the exhibition either by leaving the form at the exhibition or subsequently by post. No comment sheets were subsequently returned by post or email.

According to the SCI, the matters discussed with visitors to the exhibition were:

- General progress in relation to the wider Colindale regeneration area and developments;
- Facilities being provided for the wider community i.e. schools, health centres, community space et cetera;
- Lack of supporting infrastructure and shops and other amenities;
- Car parking difficulties;
- Increased traffic;
- Too many homes being built in area;
- Offices better the more housing;
- Design and scale of proposed office building; and,
- Impact on adjoining residential development and amenity.

Public Consultations and views expressed in relation to the planning application

Local residents

Following receipt of the application, approximately 1300 letters were sent out to local residents. 12 replies were received, of which 9 were objections covering the following issues:

- Should have included community centre;
- Development should not be over 4 storeys due to impact on daylighting to surrounding development;
- traffic impact,
- access,
- parking,

- against regeneration goals.

Local Organisations

Grahame Park Consortium objected to the lack of a community centre

Grahame Park Independent Living objected on basis that Council offices should remain at North London Business Park and Barnet House, and that a community centre should be included for when they are displaced by regeneration of Grahame Park.

New Hendon Residents Association objected on the basis that :

- There always was an agreement for a re-provided community centre on Plot 8, and this should have been included in application;
- The block will dwarf the surrounding residential;
- Footpaths to Colindale Station are too narrow and there are no plans to make station step free.

Colindale Community Trust objected on basis there was no community centre.

Elected Representatives

GLA

Andrew Dismore AM objects on the basis that inadequate parking provision has been made which will lead to overspill parking in the surrounding area. He is concerned about whether residents will have to pay for a CPZ.

London Borough of Barnet

Councillor Nagus Narenthira objected on basis that too many members of staff will drive to work with the result that streets will be congested. The next step will be a CPZ and unfair that residents will have to pay for this. There are alternative places where land is available for new offices to be built.

Consultation Responses from Statutory Consultees and Other Bodies

GLA

The application was referable under categories 1C and 3E as the development included the erection of a of a building more than 30 m high and constitutes development which does not accord with one or more provisions of the development plan in force in the area and comprises the provision of more than 2500 m² of floor space for a used falling within class B1 (business).

It is understood that the Council and its delivery partner Genesis Housing Association do not propose to implement the remainder of the original master plan which includes this site. Although Stage A of this phase 1B (of which it forms a part) is currently being implemented, the remainder of stage B will be re-planned by the Council through the preparation of a supplementary planning document.

The proposal is supported in strategic terms for the new employment and public space within the regeneration /Opportunity Area, making the site appropriate for this use. The Council indicates that the loss in residential development will not be detrimental to the effective delivery of the master plan. This is to be addressed in the new SPD. This approach is supported, as is the introduction of such mixed use /office development on this gateway site.

TfL

It is noted that the proposals are for 1200 staff many of whom are currently working at the North London Business Park. At NLBP 73% of employees travel to work by car and only 4% car share. This contrasts with the assumption underlying the application that a future car mode split of only 10% with 1% sharing will be allowed. This is a radical shift in terms of its potential impact on the public transport network. It is noted that there is a proposal to provide 96 car spaces offsite for staff to use (which would be the major part of the 10% referred to above). Clarification is required as to how this offsite facility will be allocated and managed.

There is a good bus network in Colindale that this will be this needs to be reviewed to support growth in the opportunity area. Local bus services will therefore be enhanced to better serve this development. The current mode share that and LBP is only 12% with the reasons given including cost and reliability and non-availability with an initial target of 25% by bus at Lanacre Avenue. One proposal discussed between TfL and Barnett is for the extension of Route 125 between Finchley and Colindale station where a new stand has been built.

An assessment has to be made of the impact of the trips being made to the proposed offices on Colindale station. In subsequent discussions it has been acknowledged that many of the trips will be in the counter peak direction. It is acknowledged that the sec 106 funding being secured from the recent Peel Centre redevelopment will be will make an important contribution to the underground station improvements.

The submission of a drive travel plan was welcomed and the content seemed reasonable assuming a 10% baseline for car use. Clarification is needed about the travel behavioural change from and LBP to Colindale and how the Council intends that this should be achieved.

A delivery and servicing plan should be secured by condition. A construction Logistics plan should also be secured by condition to minimise construction impacts.

These issues are discussed in the transport section below.

Barnet and Southgate College:

The college generally supports the planning application but raises the following concerns:

- Has concerns over the omission of the community centre and asks for clarification as to the new provision
- Does not seem to consider that the travel plan car mode split will be achieved and that this will stress the CPZ which will be receiving a contribution from the college
- Raises a question about the need for plant screening as the application proposes offices not residential
- Questions whether the construction programme of the new offices will interfere with the timely completion of the college.

Statutory

Thames Water: Require drainage Strategy on and off site to be agreed prior to development

Historic England: No significant archaeological impact

Highways England: No objection

Historic England: No Heritage issues

EA Sustainable Places: No comment

London Fire: satisfied with proposals

Police: Would expect proposed development to incorporate all of Secured by Design requirements

2. RELEVANT PLANNING POLICY

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that a development proposal shall be determined in accordance with the development plan unless material considerations indicate otherwise. In this case the development plan is the London plan and the development plan documents contained within the Barnet local plan. These statutory development

plans are the main policy basis for the consideration of this planning application.

Barnet's Local Plan is made up of a suite of documents, including the Core Strategy, Development Management Policies Development Plan documents. The Core Strategy and Development Management Policies Documents were both adopted by the Council in September 2012. The application site also falls within the area of the Colindale Area Action Plan which was adopted in 2010 and also forms part of the Local Plan.

A number of other planning documents, including national planning guidance and supplementary planning guidance and documents are also material to the determination of this application.

Since the adoption of the London plan in 2011 the Mayor has adopted various alterations to this document. These make a number of changes to policies and other text in the 2011 London Plan. A key objective of these changes is to ensure that the London plan is consistent with the National Planning Policy Framework and to update aspects of policy.

Appendix 2 examines in some detail the policies in the London plan and policies of the Barnet Local Plan of most relevance to this planning application. It also appraises the pub proposal against these policies. The development plan documents contain a considerable number of policies which are to a limited degree relevant and the analysis in app 2 focuses on those which are considered to be particularly relevant to the determination of this application.

In order to present the analysis of the policies in readable form it is set out in a table format. The table lists the policies, describe them, and then provides a brief commentary to assess how the proposed development conforms to the requirements of the specific policies.

Officers have considered the proposed development very carefully against the relevant policy criteria and, as Appendix 2 shows, have concluded that the development will fulfil them to a satisfactory level subject to the conditions recommended. The proposed development is therefore considered to comply with the requirements of the development plan.

A number of local and strategic supplementary planning guidance (SPG) and supplementary planning document's (SPD) are material to the determination of the application. Appendix 2 also sets out the SPG's and SPD's which are most relevant to the consideration of this proposal.

National planning policies are set out in the National planning policy framework (NPPF). This single document replaced many documents comprising planning policy guidance notes, planning policy statements and a range of other National planning guidance. The NPPF is a key person reforms to make the planning

system less complex and more accessible. Paragraph the NPPF states that the purpose of the planning system is to contribute towards 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.

Designation

The application site falls within the Grahame Park Way Corridor of Change where the vision is that:

“new development will be fully integrated with and linked to the redevelopment of the Graham Park estate to create a vibrant mixed use the neighbourhood and further the community regeneration already underway”

3 PLANNING CONSIDERATIONS

Principle of the uses proposed and delivery of CAAP objectives

The site lies within the Colindale and Burnt Oak Opportunity Area, as set out in policy 2.13 of the London Plan. This policy requires development proposals to support strategic policy directions for these areas, optimise residential output, provide necessary infrastructure, promote sustainable transport and support the regeneration of the wider area.

The Colindale Area Action Plan (CAAP) provides site specific guidance for development sites in the area, as well as more general guidance on the Council's expectations of schemes coming forward in Colindale.

One consideration is that the Council and its partner, Genesis, have decided not to pursue the 2007 master plan, and as a result a draft SDP is going to be published for public consultation purposes in respect of Stage B. However the application site falls within Stage A, part of which has been implemented, and will be completed by the development of Phase 1B.

A decision to deviate from the Phase 1B permission has already been taken in respect of the site on the opposite side of Lanacre Avenue which is now being developed as the new Barnet College site. The planning approval originally allowed for this site to be developed for residential purposes as well but permission was granted for the educational use because it was regarded as an acceptable drop in use.

This application represents a further deviation from the 2007 master plan. This part of Grahame Park is the main entrance into the area off Grahame Park Way and is emerging as an important area of more mixed uses within to wider area.

The offices would provide an important place making function in this part of Grahame Park, contributing to the vibrancy of this early phase of the regeneration. The introduction of a significant employment use will help support a much broader range of services (shops, cafes etc) which would be of benefit to the new residents. Active frontages would be provided to Southern Square and Lanacre Avenue, which is supported.

The size of the office requirement meant a very limited range of options were readily available for the proposed development. The Sequential Test and Local Economic Impact Analysis submitted with the application concluded that no town centre sites were available and therefore an edge of centre solution had to be considered. Furthermore, the report concluded that the relocation of the Council offices would not have any negative effect on either Whetstone District Centre or on the area surrounding the North London Business Park. This conclusion is accepted along similar lines to the views expressed by the GLA in the following paragraph.

The principle of offices in this location has been accepted by the Greater London Authority. The Stage One report states that the approach is supported as the office block would contribute towards the mixed-use proposals within the Southern Square gateway location, whilst still being sensitive to the neighbouring residential developments. The same report notes that the proposal would allow for the existing offices at North London Business Park and Barnet House Whetstone to be used more viably and potentially bring forward new housing opportunities in the vacated locations.

The site is within 350m of Colindale Underground Station, so is considered to be a sustainable location. It would be adjacent to the new southern square, which will have retail and college located around it. It will be located in a neighbourhood of mixed use activity, close to public transport links, which is considered to be the optimum location.

Any impacts on neighbouring residents or the local highway network are considered in more detail in the below sections, but in principle the proposed office development is considered acceptable.

The building would make more efficient use of land and this is in line with the objectives of the CAAP, as well as Barnet Local Plan policies generally.

It should be noted that the building containing flats for private sale that is being replaced did also include community and commercial uses on the ground floor and on part of the first floor. There is replacement commercial floorspace being included within the current application, and the community uses will be replaced within Stage B of the Grahame Park Masterplan.

There would therefore be no unacceptable impact on the provision of affordable housing, the delivery of the wider regeneration of the scheme on the Grahame Park Estate or any other policy requirement associated with the current application.

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

The proposed development will have a significant positive impact on the planned regeneration in Colindale and will support the Councils strategic objective of using the civic estate to support regeneration by focussing its facilities in a location with good public transport connections.

It is considered that the development is acceptable in land use terms with regard to the development plan and the policies from the London Plan, Core Strategy, Development Management Policies, Colindale AAP and accompanying site allocation and, as such, would make an efficient use of this brownfield site. Its delivery would be consistent with the broad aims of the NPPF and its presumption in favour of sustainable development that supports economic growth.

Design and character

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

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

The CAAP also includes more specific policies relating to the quality of the built environment, which seek to ensure that new development in Colindale is genuinely sustainable, by creating places with a distinct identity where people

want to be. The explanation to CAAP policy 5.1 (Urban Design in Colindale) states that 'development will respond positively to the character and opportunities of the site and provide high quality contemporary urban design and architecture in Colindale. Taller buildings will only be supported closer to the public transport interchange and on important sites and corners which aid legibility and will be required to meet stricter tests on environmental impact and design.

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

The design and access statement describes the building design as an ordered response to the site, setting and surroundings with the use of form, structure and materials. The statement describes the form of the building as a single block set within the geometry of the site designed to connect with the surrounding area and the local context comprising residential buildings to the north and east, the development of the college to the west which is due to be completed by September 2016, and Southern Square to the south.

The GLA supported the form and massing response to the site is and while being taller than the predominant height of the emerging residential development, will give potential to form a distinctive building in keeping with its civic role.

The building is 9 storeys in height at the southern end overlooking the square. There is a colonnaded ground and first floor level framing the public square to the south which is repeated to the north west facing Lanacre Avenue. Above this level the main elevations are predominantly glazed with a distinct repeated pattern creating interest by the use of cladding panels and external aluminium clad framing. There are also vertical projecting metal fins intended to enhance the proportions of the elevation.

The GLA considers that the architectural approach implements a simple sequence of curtain walling, which subject to achieving a high quality of detailing and materials will provide a refined appearance that is not likely to detract from the predominant residential character of the wider masterplan area. The Council is encouraged to secure key details of facing materials and curtain walling junctions to ensure that the highest quality of architecture is built.

To the north and east of the building is conceived as a response to the context provided to the surrounding residential streets, and brickwork has been chosen for these elevations.

The GLA comments were that the proposals are broadly supported raising no specific strategic design issues. There was concern about the need to reduce the amount of servicing and inactive frontage along the eastern edge of the building to ensure that the quality of the pedestrian link is not undermined. Officers also came to this view and this has been negotiated.

The design of the southern edge of the block is particularly successful in forming a legible entrance area to the office foyer and commercial unit, supported by a well-defined area of public realm.'

Negotiations have been held with the applicant which has resulted in some changes to the layout and design of the ground floor. The outcome has been to amend the frontage along the eastern edge of the building so that there is now greater transparency with the intention that this elevation will be enlivened by internal graphic panels viewed through clear glass.

It will also be possible to see right through into the centre of the ground floor and beyond, and to insert a new public entrance into the western elevation. The ground floor itself is now to be divided up into a series of meeting rooms which will serve the offices on the floor above and be available to the local community.

The southern part of the ground floor which is shown by the submitted drawings as being divided by the original application into two parts comprising the café/commercial space and the other the reception area for the entrance into the council offices. It is now proposed to merge these two spaces so that the café will benefit more from the trade from staff and visitors to the offices. In addition, when the offices are closed, the reception desk and escalators will be screened so that the ambience of the café will be enhanced for weekend and evening opening.

Conclusion

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

Landscaping and the Public Realm

The majority of the application site is occupied by the proposed office building. However, there are strips of land surrounding the building which are to be incorporated into Southern Square and which will define the relationship between the building and the public realm beyond.

“Policy 7.5 Public Realm” of the London Plan states the development should make the public realm comprehensible at a human scale, using gateways, focal points and landmarks where appropriate to help people find their way. Landscape treatment, street furniture and infrastructure should be of the highest quality, have a clear purpose, maintain uncluttered spaces, and should contribute to the easy movement of people through the space. Opportunities for greening (such as through planting of trees and other soft landscaping) should be maximised.

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

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

The GLA representations note that the proposed building:

- presents a strong building line to all public facing edges of the site;
- the southern edge of the block is particularly successful in forming a legible entrance area to the office foyer and commercial unit supported by a well-defined area of public realm;
- the Lanacre Avenue frontage has been designed to optimise active frontage to the street which will give the building a civic presence, in keeping with its use;

However, the GLA note that further work is needed to the building’s eastern edge as this is currently compromised by a continuous extent of inactive/servicing related frontage, with the large ground floor plant at the north eastern corner further detracting from the quality of the public realm and the building’s overall appearance.

As noted elsewhere in this report, the applicants have improved their proposals for both the eastern and western frontages but the GLA acknowledge the difficulties of maximising active frontages/access points to all four sides of the building, but state that given the importance of the pedestrian link along the eastern edge of the building, the applicant should explore means of improving the ground floor frontage as far as is feasible. The shared space strategy for this area of the site should also be fully developed as part of the wider landscaping strategy and include details of how safe and inclusive pedestrian access will be prioritised over vehicular/servicing access through the provision of means of physical delineation defined by tree planting, street furniture and/or curb definition.

The officers propose that a condition be imposed on the planning permission requiring submission of these details.

Amenities of neighbouring 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. Policy DM04 identifies that proposals to locate development that is likely to generate unacceptable noise levels close to noise sensitive uses will not normally be permitted.

Overlooking and loss of privacy

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

The closest neighbouring residential properties will be located to the north and east of the application site. Grahame Park Block A2, which has recently been completed, lies to the east and Grahame Park Block B6 (as yet unbuilt) will lie to the north. The proposed development is in the same location as the residential block previously approved on this site and so there is no significant change in the building to building measurements.

Daylight and sunlight

A Daylight and Sunlight Report has been submitted in support of the application. This report was prepared by Delver Patman Redler LLP.

The report refers to the two main methods used to calculate daylight and the impact of a proposed development. The VSC calculation is described as a general test of potential for daylight to the building measuring the light available on the outside plane of windows.

The assessment method used to measure the impact of the proposed development was the Average Daylight Factor (ADF) calculation. This method assesses the quality and distribution of light within a room served by a window and takes into account the VSC value, the size and number of the windows in the room and the use to which the room is put. ADF assesses actual light distribution within the defined room area whereas the VSC considers potential light. ADF is the assessment method generally used when the potential impacts on new developments are involved.

The analysis was carried out in relationship to Graham Park Blocks B6, A2, and A6. In total 111 rooms were assessed, of which 98 of these were found to comply with guidelines for Average Daylight Factor following the completion of the proposed development.

The remaining 13 rooms were found to experience minor adverse impacts. Six of these rooms were located in Block B6. On detailed examination, each of these rooms was found to be situated underneath recessed balconies which inhibit the access of light into these rooms and are the main reason why these rooms do not meet ADF guidelines. The remaining seven rooms were located in Block A2 and, of these, two were also situated underneath inset balconies inhibiting the access of light into these rooms. The remaining five rooms are all situated on the ground floor of Block A2 facing the proposed development and serve kitchens. The plans that have been obtained clearly illustrate these are all galley type kitchens with a floor area of less than 13 m². These kitchens are therefore below the size which is generally deemed to be a habitable space. In any event the ADF values are considered to be sufficient for a dense residential location such as this.

Noise

Background noise measurements, taken at both day and night, indicated that the highest noise source was from Lanacre Avenue buses and occasional construction traffic on the road. At night time there was also the traffic noise from Graham Park way.

From the background noise measurements taken during the day and night it is possible to design the air handling and condenser units with acoustic silencers and barriers to meet the LB Barnett standard noise condition so that predicted noise levels from plant on the roof are at least 5dB(A) below the background

noise recorded at the nearest noise sensitive residential receptors that surround the site.

This will be controlled by condition.

Lighting associated with the development

Policy DM01 of the Barnet Local Plan requires new lighting schemes to not impact upon amenity. A condition has been recommended requiring the implementation of the development in accordance with details of the external lighting installed as part of the development.

Subject to this condition the proposal is considered to be acceptable and compliant with the objectives of policy in terms of preventing unacceptable lighting impacts from new development.

Conclusions

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

Transport, parking and highways matters:

Parking Assessment and Provision:

Parking controls on the roads surrounding the proposed development is in a state of change due to the emerging development proposals. Colindale is located within the Controlled Parking Zone (CPZ), with parking restrictions in force between 1400 and 1500 Monday – Friday.

There is unrestricted parking on Grahame Park Way from Lanacre Avenue to Chancellor Place on both sides and to the west between Lanacre Avenue and Eagle Drive. The parking bays on Lanacre Avenue and residential side roads are uncontrolled.

Off street parking is minimal but there is a free off street car park located at Quakers Course with 43 spaces located 700 metres from the site. Colindale Station Car Park has 21 spaces at a cost of £5.30/day motorcycle £2/day for commuters.

A parking survey was carried out on parking availability in the morning peak 08:00-09:00 to understand the likely on-street availability of unrestricted parking within 1.5km (20 mins walk) of the site and concluded that car parking is at approximately 50% capacity.

The parking provision for the Office use should be provided in accordance with parking as set out in London Borough of Barnet's Local Plan (Development Management Policies) which refer to London Plan Parking Standards as follows:

Office Use:

The London Plan Parking standards specify maximum parking provision of 1 parking space for a range of between 100m² and 600m² for non-operational uses. This equates to a range of parking provision of between 14 to 84 parking spaces for the proposed 8361m² of B1 Office.

An off-site car park will be provided on Grahame Park Way to the north of the RAF Museum building and to the south of Avion Crescent that includes the construction of a new access on Grahame Park Way. Once complete the off-site car park will accommodate 92 spaces. This will be allocated to pool cars, car sharers and those whose journey is not able to be made by sustainable transport mode due to accessibility or a carer or have an electric vehicle. This planning application doesn't include the provision of the off-site car park and the delivery of this will be secured via planning condition for the proposed office.

It is proposed that 8 on site car parking spaces for disabled use are provided for the B1 Office use.

The applicant has recommended that a disabled parking need assessment is undertaken closer to the office move date as a condition of planning approval.

In principle the proposed 100 parking spaces comprising 92 parking spaces off site and 8 disabled spaces on site is acceptable on highway grounds provided the following is agreed.

- A Car Park Management Plan will need to be submitted to the Planning Authority to ensure that parking provision will be managed and allocations enforced to ensure that there is no detrimental impact on public highway due to likely over spill of parking resulting from unmanaged parking.
- The delivery and implementation of the Car Park Management Plan and Travel Plan will be subject to planning conditions to ensure that there is no additional demand for parking resulting from the proposed development and that there are no adverse impacts on parking in the area including the proposed CPZ. If required a contribution will be required to cover the cost of amending the existing Traffic Management Order and/or proposed CPZ.

Cycle Parking:

A Cycle Environment Review System (CERS) audit has been undertaken for this development.

The findings were generally neutral, with 17 of the 67 items being classified as 'green' (positive overall), 50 items were allocated an 'amber' (average overall) classification.

An overall strategy for signage, measures to improve cycle priority and effective width and inclusion of cycle parking will improve the cycle environment.

The proposed development will provide secure parking for approximately 85 cycles and 11 short term cycle spaces which exceeds the London Plan 2015 cycle parking requirements.

PTAL Assessment:

The Public Transport Accessibility Level (PTAL) was downloaded from TfL's PTAL website. Based on this system, the proposed development site has an AI of 13.19 and a rating of 3, 'moderate'.

The Public Transport Accessibility Levels (PTAL) is graded from 1 for poor accessibility to 5/6 for excellent accessibility.

Public Transport:

The site is served by London Underground and London Bus services. The nearest mainline railway station 2.5km away served by local buses. A summary of the local public transport services follows.

London Underground

The nearest underground station is Colindale Station, with this located approximately 400 metres from the site. Colindale Station, in Travelcard Zone 4, is serviced by the Northern Line (Edgware Branch) which provides connections to Burnt Oak and Edgware to the north and Brent Cross, Golders Green and then onto Central London to the south. Typical destinations within easy reach to the south include Camden Town (20 minutes), Oxford Street (29 minutes) Trafalgar Square (31 minutes) and the South Bank (34 minutes). The Northern Line also provides direct access to Waterloo and Kings Cross St. Pancras stations which provide connections to both national and international rail networks

Bus

The development is served by bus routes 113, 186, 204, 303, 324, and N5 with bus stops located in the close vicinity. In terms of bus stop infrastructure the stop on Grahame Park Way provides seating, shelter, route information and a bus flag and post. The stop on Lanacre Avenue has similar facilities.

Service 186 - on route this service connects to Harrow and Wealdstone which provides access to the Bakerloo Line, National Rail and London Overground. Further stops on this route provide connections to the Jubilee Line at Canons Park Station, the Northern Line at Edgware and Hendon Central and National Rail at Mill Hill Broadway Station.

Service 204 - on route the service calls at Wembley Central Station which provides access to the Bakerloo Line, National Rail and London Overground. Access to the Metropolitan Line can be gained at Preston Road Station and Woodcock Hill, while Kingsbury Station provides access to the Jubilee Line and both Colindale Station and Burnt Oak Station provide connections to the Northern Line.

Service 303 - on route this service calls at Colindale which provides access to the Northern Line and Mill Hill Broadway Station that connects with National Rail.

Service N5 - on route provides connection opportunities to the Central, Northern and Victoria Lines as well as access to National Rail and London Overground stations.

Mainline Rail

The proposed development is situated almost mid-way between two mainline railway stations, Mill Hill Broadway to the north, which is approximately 2.5kms away and Hendon, approximately 2.9kms away. Both Stations provide direction connections to London St. Pancras every 15 minutes. Services in a northerly direction connect to Luton, Bedford and beyond. Both stations can be accessed via the local bus network using bus 186 for Mill Hill Broadway and, buses 204 and 183 for Hendon with services providing connections to those wishing to travel by train.

Proposed Access Arrangement:

Vehicular Access:

On-site parking and loading locations are provided and this includes disabled parking bays in accordance with Inclusive Mobility parking standards. A loading bay to accommodate refuse and service vehicles with a width of 2.7m and 22m in length is also provided. The proposals also include a passenger drop-off lay-by on Lanacre Avenue with a width of 2.6m and 17m in length. Swept path movements for all vehicles has been provided

Pedestrian Access:

The Public Square that has been constructed outside Plot 3 will be utilised by the proposed development and allow public access by providing a Gateway to the new development.

The new development will be clearly visible from Colindale tube station and pedestrian flow naturally leads to the South Western corner of the square.

As such it is critical that route enhancements are provided on Grahame Park Way between the completed Lanacre Avenue/Grahame Park Way realignment and Eagle Drive to provide the missing link between the new offices and Colindale LU Station.

It is important connections and routes from the proposed development to both the Colindale LU Station and the proposed off-site car parking at the RAF museum are improved, helping to encourage more people to use public transport links.

This should be secured via planning condition.

Trip Generation:

It has been considered impracticable to undertake a full survey of end users. Data has been obtained from the North London Business Park (NLBP) staff travel survey carried out in 2012, and in conjunction with the postcode origin of existing staff and available transport modes the Modal split for the proposed development has been estimated.

Journey times have been estimated using Google maps journey planner tool.

The development site is expected to accommodate 1,200 staff, plus approximately 125 visitors. The TRICS database was reviewed to provide an average trip rate of 1.78 per staff member, equating to 1,935 one-way trips.

The data was used to assess the impact of the development in the current year (2015 and future year (2016) in a number of scenarios on the highway network, on pedestrian routes and on public transport modes.

The development was found to have no adverse effect on the local highway network following PICADY modelling and an assessment of the percentage increase on capacity.

The pedestrian impact assessment shows that the majority of increases are shared between developments except on Lanacre Avenue and that the Colindale Offices contribution to improvements should be proportional to flow increase.

To assess the capacity on the London Underground (LU) trains RODS (Rolling Origin and Destination Survey) data has been obtained from LU to model the levels of passengers to assess the impact of any additional trips generated in line with the LU Station Demand Forecasting Guidelines. This takes into account the recent LU station redevelopment study and the additional impact above the

previous proposed CAAP developments. TfL have confirmed that the scenario should be 2031 + 30%.

This shows that the development will have minimal effect to capacity. It can also be shown that both Vauxhall and King's Cross are over the standing capacity of 35%. There are strategic rail improvements planned including Thameslink capacity improvements and Crossrail 2 that could ease pressure on these routes.

An assessment of Colindale Underground gateline capacity has been undertaken based on 16.13.1 Transport for London's guidance document 'Station planning standards and guidelines' (2012 edition).

The assessment shows that 5 gates are required with and without development in 2026. In assessing the 2031 scenario this would require 6 gates. The gate line at Colindale currently has 6 gates so therefore can accommodate the additional flow.

TfL have confirmed that they will accept a contribution of £390,000 for bus services. Details on how this funding are to be agreed, with one mechanism being a bilateral agreement between TfL (using section 10 of the GLA Act) and Barnet Council under section 111 of the LGA Act.

Proposed Servicing/Deliveries arrangement:

The applicant has noted that the impacts of delivery and servicing of the development will be assessed in further detail. This revue will include analysis of the expected number and types of vehicles, time of day and week of operation. Swept path movements will be included for delivery and servicing vehicles.

Refuse

There is no statutory collection authority for C&I waste, as such all waste collections will be conducted as a private service, although London Borough of Barnet (LBB) does offer a private waste collection service for businesses. It is anticipated that the building service management will select a waste service provider based on price, service frequency and ability to implement the waste hierarchy and it is anticipated that waste and recycling will be collected from the building on a daily basis.

The current design allows for 35m² within the ground floor as a dedicated waste storage area and allows for up to six 1,100 litre wheeled bins. This is to allow for the adequate storage and segregated of recyclable materials, such as paper, glass, cans, cardboard, and plastics. Refuse collections can be made from the rear of the development.

Deliveries

A loading bay is provided at the rear of the building. This is suitable to accommodate all deliveries to the development.

A Delivery and Servicing Plan shall be secured via planning condition.

Travel Plan:

A Travel Plan (TP) has been submitted with the planning application.

The Travel Plan has been developed for the purpose of promoting sustainable transport modes of travel to the proposed new development

The Travel Plan is produced in accordance with the following documents:

- Travel Planning for New Development in London (TfL, 2013)
- Good Practice Guidelines: Delivering Travel Plans through the Planning Process (DfT April 2009)

The proposed move to the new office presents staff with an ideal opportunity to reconsider their travel behaviour. According to the 2012 Travel Plan Survey 73% of staff drive to North London Business Park. The proposed new office in Colindale offers very limited parking to staff. The area is surrounded by controlled parking zones and the offsite staff car park provides only 94 parking spaces. As a result staff will need to reduce their car use in favour of travelling by more sustainable modes of transport

For the main journey to work it is anticipated that single car occupant trips will reduce from a baseline of 10% to 4% over the 5 year life span of this Travel Plan, by increasing car sharing from a baseline of 1% to 7% over the same period

In addition, it is expected that for trips relating to the final leg of the journey single car occupant trips can be reduced from a baseline of 10% to 4% over the five year life span of this Travel Plan. This can be achieved by increasing walking levels from 8% to 14%.

This Travel Plan is supported by a Monitoring Strategy that sets out robust mechanisms and reviews designed to assess and measure the progress of the measures and recommendations contained within this report

The move to the proposed new office gives staff the opportunity to review their travel behaviour. The new office is situated in a location that is not conducive to motoring. The lack of parking will act as a significant and real deterrent to driving into the Colindale area. As a result this Travel Plan will promote public transport, car sharing, walking and cycling as realistic alternatives to the car.

Creating inclusive environments for all members of the community:

Barnet Local Plan policy DM03 requires development proposals to meet the highest standards of accessible and inclusive design and the Draft Accessible London SPG (2014) provides specific advice for implementation of design guidance.

A condition is imposed requiring these policies to be complied with. Subject to these controls and the requirements in place under other legislation officers conclude that the design and layout of the proposal is such that it is acceptable in terms of creating a development that is accessible, useable, permeable and inclusive for all members of the community, having regard to the particular nature of the uses proposed.

Financial Contributions

In situations where the Council is not the landowner, the mechanism of the s106 Agreement is employed to secure financial contributions which mitigate impact of development, enhance the public realm, and contribute towards public transport improvements. In this case the contributions agreed will be covered by Grampian Contributions which are included amongst the conditions included in Appendix 1.

The contributions are:

Improvements to the Public Realm: £300,000

Controlled Parking Zone contribution: £150,000

Contribution to TfL for bus service improvements: £390,000

Travel Plan Monitoring costs: £15,000

Contaminated land and water quality issues:

The application is accompanied by a contaminated desk study, but the contaminated land condition attached to the original outline application for the Grahame Park Estate redevelopment has already been discharged in respect of Phase 1B, under planning reference H/00891/12.

Therefore, no further technical information is required to be submitted in relation to this proposal, but it is considered necessary to impose a condition requiring the development to be carried out in accordance with the documentation approved under this reference. It is therefore considered that the proposal is acceptable and compliant with development plan policy in respect of contaminated land and water quality matters, subject to the condition recommended.

Safety and security matters:

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

The design and layout of the development proposed and the degree of natural surveillance is considered to be such that, provided adequate external lighting is provided, it would provide a safe and secure environment.

Conditions are recommended requiring a lighting scheme to be submitted and approved. The proposal is therefore deemed to be acceptable in respect of providing a safe and secure development with an environment which reduces opportunities for crime and the fear of crime.

Flooding and water infrastructure matters

The application site does not fall within an area identified as being at risk of flooding, although the proposed development would increase the amount of hardsurfacing across the site, so there would be the potential for increased surface water run-off.

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

The proposed SuDS features therefore comprise:

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

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

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

to be approved prior to commencement.

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

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

Energy and sustainability

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

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

Developments are currently required to achieve a 35% reduction in carbon emissions when compared to the 2010 Building Regulations.

Policy 5.3 of the London Plan goes on to set out the sustainable design and construction measures required in developments. Proposals should achieve the highest standards of sustainable design and construction and demonstrate that sustainable design standards are integral to the proposal, including its construction and operation.

Local Plan policy DM01 states that all development should demonstrate high levels of environmental awareness and contribute to climate change mitigation and adaptation. Policy DM04 requires all major developments to provide a statement which demonstrates compliance with the Mayor's targets for reductions in carbon dioxide emissions, within the framework of the Mayor's energy hierarchy. Proposals are also expected to comply with the guidance set out in the Council's Supplementary Planning Documents (SPD). This requires that that schemes such as this should achieve BREEAM 'Very Good' for non-residential uses.

The application is accompanied by an Energy and Sustainability Strategy Statement, which includes an assessment of the options considered under the Mayor's hierarchy.

In terms of energy efficiency, a range of passive design features and demand reduction measures are proposed to reduce the carbon emissions of the proposed development. Both air permeability and heat loss parameters will be improved beyond the minimum backstop values required by building regulations. Other features include lower energy lighting.

The submitted BREEAM Strategy Report sets out the applicant's commitment to achieving BREEAM 'Very good' for the scheme.

A condition has been recommended to ensure that a certificate of compliance is submitted prior to occupation of the development, in order to ensure this is achieved. Subject to this condition the proposal is found to be acceptable and policy compliant in respect of reducing carbon dioxide emissions.

The development is situated within a district heating opportunity area with a proposed network in the area. As various developments are coming forward in the area, there will be an opportunity for the site to be connected to the Colindale district heating network.

The applicant has investigated the feasibility of CHP. However, due to the intermittent nature of the heat load, CHP is not proposed. This is accepted by the GLA in this instance.

In terms of renewable energy, the applicant has investigated the feasibility of a range of renewable energy technologies and is proposing to install 590 sq.m. of photovoltaic (PV) panels on the roof of the development. The applicant has provided a roof layout drawing, which shows that the PV panels are densely compacted.

The applicant is proposing air source heat pumps (ASHPs) to provide both heating and cooling. The applicant should follow the energy hierarchy and prioritise connection to an external heat network before considering renewable heating solutions.

Overall, based on the energy assessment submitted at stage I, a reduction of 35% in regulated emissions compared to a 2013 Building Regulations compliant development is expected. The carbon dioxide savings meet the target set within Policy 5.2 of the London Plan.

The GLA have provided general support for the energy and sustainability strategy, but as part of the Stage Two submission the following will be required to ensure full compliance with the London Plan:

- confirmation of intention to connect to the Colindale district heating network;
- the proposed carbon emission figure in tonnes per annum for each stage

- of the energy hierarchy;
- verification of the projected generation provided by the PV panels;
- further information on the floor area and location of the energy centre; and,
- how the ASHP system will be designed to allow connection to the district heating network in the future.

Biodiversity matters

The NPPF states that the planning system should aim to conserve and enhance the natural environment by minimizing impact on biodiversity and providing that gains in biodiversity where possible.

There is a raft of policies concerned with Biodiversity in the London Plan. For example Policy 5.3 Sustainable Design and Construction states that development proposals should promote and protect biodiversity and green infrastructure. Another example is Policy 5.10 which states that development proposals should integrate green infrastructure, which could include tree planting; green roofs and walls; and soft landscaping.

Barnet Local Plan policy DM16 states that when it is considering development proposals the council will seek the retention, enhancement or creation of biodiversity.

The application site is not designated as a Site of Importance for Nature Conservation (SINC).

However, an Ecological assessment in the form of a Phase 1 Habitat Survey intended to classify habitats was submitted with the application. The conclusion was that the proposed development would not impact on any designated site, and negative indirect impacts were unlikely given the distances involved. Silkstream and Burnt Oak Brook SINC is the closest at 465 m from the site.

The current diversity of habitats and plant species within the site is low. Therefore no further surveys are required. The report notes that there is an opportunity to enhance the site for bats in particular by erecting bat boxes and attracting insects they prey upon by planting areas with native species. There is also an opportunity to enhance the site for particular bird species by erecting suitable nesting boxes and achieve a net gain in biodiversity by providing a more varied range of habitats and plant species in the landscaping of the proposed development.

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

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

Environmental Impact Assessment Regulations:

The development for which consent is sought is not considered to be of a description identified in Schedule 1 of the Regulations (Town and Country Planning (Environmental Impact Assessment) Regulations 2011). However, the development is considered to be of a description identified in column 1 of Schedule 2 of the Regulations. The development described in the submission is deemed to fall within the description of 'urban development projects'. However, the site area is below 0.5 hectares and the development is not considered to result in significant environmental effects, having regard to the criteria set out in Schedule 3. Therefore an Environmental Impact Assessment was not necessary and an Environmental Statement, in line with the Regulations, was not required to be submitted with the application.

Conclusions

It is recommended the planning permission is granted for the application on the following grounds:

- It has been established that the proposal represents sustainable development in the context of the National planning policy framework
- There is strategic support for the planning application from the GLA
- As the site is appropriate for the proposed use. The loss in residential development will not be detrimental to the effective delivery of the master plan and the introduction of a mix of uses in this part of Grahame Park should enhance the regenerative benefits of the overall development.
- The design of the proposal is broadly satisfactory and the modifications made to the design during negotiations on the application have improved the ground floor considerably
- The community centre will be provided elsewhere in the next stages of the Grahame Park Masterplan
- It is considered that the travel plan required for the successful implementation of this proposal can be achieved. At the same time an effective CPZ will be imposed on the area

- The proposed development will give rise to significant investment in improvements to public transport within the area

APPENDIX 1: Site Location Plan



This page is intentionally left blank

APPENDIX 2: CONDITIONS AND INFORMATIVES

The conditions to be imposed upon the grant of planning permission are as follows

COMMENCEMENT

- 1 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.

PLANS OF THE DEVELOPMENT

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

ALL DRAWING NUMBERS BELOW FROM 910 000 TO 083 001 ARE

PREFIXED BY: CO_079166 OPT90K_SQFT WIP 21 – SHEET

910 000 - LOCATION PLAN;

910 001 - EXISTING SITE PLAN

910 002 - PROPOSED SITE PLAN;

061 001 - GROUND FLOOR - LOW LEVEL GENERAL ARRANGEMENT

061 002 - FIRST FLOOR GENERAL ARRANGEMENT

061 003 - SECOND FLOOR GENERAL ARRANGEMENT

061 004 – THIRD FLOOR GENERAL ARRANGEMENT

061 005 – FOURTH FLOOR GENERAL ARRANGEMENT

061 006 – FIFTH FLOOR GENERAL ARRANGEMENT;

061 007 – SIXTH FLOOR GENERAL ARRANGEMENT

061 008 – SEVENTH FLOOR GENERAL ARRANGEMENT

061 009 - EIGHTH FLOOR GENERAL ARRANGEMENT

061 010 – ROOF PLAN GENERAL ARRANGEMENT

061 011 – ROOF PLAN PVS GENERAL ARRANGEMENT

062 003 - SOUTH ELEVATION

062 004 - NORTH ELEVATION

062 005 - EAST ELEVATION

062 006 - WEST ELEVATION

083 001 - NETT LETTABLE AREAS

CO-CP-ZZ-ZZZ-DVF-AR-060-001_BUILDING 3D VIEWS

CO-CP-ZZ-ZZZ-DEL-AR-062-001_ELEVATIONS A AND B

CO-CP-ZZ-ZZZ-DEL-AR-062-002_SITE ELEVATIONS C AND D

CO-CP-ZZ-ZZZ-DSC-AR-063-001_SITE SECTION 1

CO-CP-ZZ-ZZZ-DEL-AR-063-002_SITE SECTIONS 2 AND 3

CO-CP-ZZ-ZZZ-DEL-AR-062-125_ELEVATION AND SECTION

COMPLETED APPLICATION FORM AND CERTIFICATE

LOCATION PLAN

PLANNING STATEMENT

STATEMENT OF COMMUNITY INVOLVEMENT

DESIGN AND ACCESS STATEMENT (INCLUDING LANDSCAPING STRATEGY)

HIGHWAY DESIGN & ACCESS STATEMENT

ECOLOGICAL ASSESSMENT

SEQUENTIAL TEST & LOCAL ECONOMIC IMPACT ANALYSIS

DRAINAGE STRATEGY
 TRANSPORT ASSESSMENT
 PERS ASSESSMENT
 CERS ASSESSMENT
 TRAVEL PLAN
 DAYLIGHT ASSESSMENT REPORT
 DAYLIGHT STUDY
 GEO-TECHNICAL DESKTOP STUDY
 ACOUSTIC SURVEY
 AIR QUALITY ASSESSMENT
 CONTAMINATED LAND DESKTOP STUDY
 ENERGY AND SUSTAINABILITY STATEMENT
 BREEAM PRELIMINARY ASSESSMENT
 WASTE STRATEGY
 FLOOD RISK ASSESSMENT
 UTILITIES REPORT
 STRUCTURAL ENGINEERING REPORT
 FIRE STRATEGY – STAGE 3 RIBA
 PRE-CONSTRUCTION INFORMATION
 TRANSPORT ASSESSMENT PART 1
 TRANSPORT ASSESSMENT PART 2
 TRANSPORT ASSESSMENT PART 3

Reason:

For the avoidance of doubt and in the interests of proper planning and so as to ensure that the development is carried out fully in accordance with the plans as assessed in accordance with Policies CS NPPF and CS1 of the Local Plan Core Strategy (adopted September 2012) and Policy DM01 of the Development Management Policies DPD (adopted September 2012).

MATERIALS

- 3
- a) No development other than works up to ground level shall take place until details of the materials to be used for the external surfaces of the building(s) and hard surfaced areas hereby approved have been submitted to and approved in writing by the Local Planning Authority.
 - b) The development shall thereafter be implemented in accordance with the materials as approved under this condition.

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 CS NPPF and CS1 of the Local Plan Core Strategy (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012) and Policies 1.1, 7.4, 7.5 and 7.6 of the London Plan 2011.

LEVELS

- 4
- a) No development shall take place until details of the levels of the building(s), road(s) and footpath(s) in relation to the adjoining land and highway(s) and any other changes proposed in the levels of the site have been submitted to and approved in writing by the Local Planning Authority.

b) The development shall thereafter be implemented in accordance with the details as approved under this condition and retained as such thereafter.

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 safety and amenities of users of the site, the amenities of the area and the health of any trees or vegetation in accordance with policies CS NPPF, CS1, CS5 and CS7 of the Local Plan Core Strategy (adopted September 2012), Policies DM01, DM04 and DM17 of the Development Management Policies DPD (adopted September 2012), and Policies 7.4, 7.5, 7.6 and 7.21 of the London Plan 2011.

DISABLED ACCESS POINTS

- 5
- a) No development other than works up to ground level shall take place until a scheme indicating the provision to be made for disabled people to gain access to the development has been submitted to and approved in writing by the Local Planning Authority.
- b) The scheme approved under this condition shall be implemented in its entirety before the first occupation of the development or commencement of the use and retained as such thereafter.

Reason: To ensure adequate access levels within the development in accordance with Policy DM03 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and Policy 7.2 of the London Plan 2011.

ACCESSIBLE PARKING:

- 6
- The disabled parking space shown on drawing no. hereby approved shall be provided prior to the first occupation of the building. The disabled parking bay shall be appropriately line-marked and thereafter kept available for the parking of vehicles at all times. The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.

Reason: In the interest of securing the provision of an appropriate number and standard of disabled parking spaces

INCLUSIVE DESIGN

- 7
- The development shall be designed and implemented in accordance with the principles of Inclusive Design. To achieve this:
- a) At least one accessible WC measuring at least 1500x2200mm and fitted with outward opening doors shall be provided at ground and all upper floors;
- b) The lifts shall be provided as shown on the plans hereby approved and installed and operational prior to the first occupation of the building;
- c) A manoeuvring space of at least 1500x1500mm shall be provided in front of all lift entrances;
- d) Level thresholds shall be provided to all external terraces.

The development shall be carried out strictly in accordance with the details so approved, shall be maintained as such thereafter and no change there from shall take place without the prior written consent of the

Local Planning Authority.

Reason: In order to facilitate and promote inclusive and sustainable communities

LANDSCAPING SCHEME

- 8 A landscaping scheme for the development, including each of the proposed terraces, shall be submitted to, and approved in writing by the Local Planning Authority, and completed prior to occupation or such other date for implementation as agreed in the approval.

The landscaping scheme shall include the following details:

- a) an updated Access Statement detailing routes through the landscape and the facilities it provides;
- b) a biodiversity statement detailing how the landscaping scheme maximises biodiversity (including the provision of bats and bird nest boxes);
- c) proposed trees and associated planters: their location, species and size;
- d) soft plantings: including grass and turf areas, shrub and herbaceous areas;
- e) enclosures: including types, dimensions and treatments of walls, fences, screen walls, barriers, rails and hedges;
- f) hard landscaping: including ground surfaces, kerbs, edges, ridge and flexible pavings, unit paving, furniture, steps and if applicable synthetic surfaces;
- g) any other landscaping feature(s) forming part of the scheme.

All landscaping in accordance with the approved scheme shall be completed/planted during the first planting season following practical completion of the development hereby approved. The landscaping and tree planting shall have a two year maintenance/watering provision following planting and any existing tree shown to be retained or trees or shrubs to be planted as part of the approved landscaping scheme which are removed, die, become severely damaged or diseased within five years of completion of the development shall be replaced with the same species or an approved alternative to the satisfaction of the Local Planning Authority within the next planting season.

The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter

Reason: To ensure a satisfactory appearance to the development in accordance with Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and 7.21 of the London Plan 201

GREEN ROOF

- 9 a) No development other than works up to ground level, unless another date is agreed in writing, until details of the proposed green roof have been submitted to and approved in writing by the Local Planning Authority. The structural design of the building shall take account of the load requirements of the green roof elements.
- b) The green roof shall be implemented in accordance with the details

approved this condition prior to the commencement of the use or first occupation of the development and retained as such thereafter. Should part of the approved green roof be removed, die, become severely damaged or diseased within five years of the completion of development, it shall be replaced in accordance with the details approved by this condition.

Reason: To ensure that the proposed development does not prejudice the enjoyment of the occupiers of their homes in accordance with Policies DM04 of the Development Management Policies DPD (adopted September 2012) and 7.15 of the London Plan 2011

LANDSCAPING TO FRONT FORECOURT

- 10
- a) Occupation of the building shall not take place until a scheme of hard and soft landscaping to the front forecourt area, including details of existing trees to be retained and size, species, planting heights, densities and positions of any soft landscaping, has been submitted to and agreed in writing by the Local Planning Authority, and completed in accordance with that approval..
 - b) The proposed planting of the trees on public highway must be subject to detailed site investigation. Prior to commencement of the development hereby approved, the species, size and siting of the proposed trees on public highway including the removal of the existing trees, shall be clearly shown on a drawing to be submitted to and agreed in writing by the Local Planning Authority.
 - c) All work comprised in the approved scheme of landscaping shall be carried out before the end of the first planting and seeding season following occupation of any part of the buildings or completion of the development, whichever is sooner, or commencement of the use.
 - d) Any existing tree shown to be retained or trees or shrubs to be planted as part of the approved landscaping scheme which are removed, die, become severely damaged or diseased within five years of the completion of development shall be replaced with trees or shrubs of appropriate size and species in the next planting season.

Reason: To ensure a satisfactory appearance to the development in accordance with Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and 7.21 of the London Plan 2011.

LANDSCAPE MANAGEMENT

- 11
- a) No site works (including any temporary enabling works, site clearance and demolition) or development shall be commenced. The building shall not be occupied until details of a Landscape Management Plan for all landscaped areas for a minimum period of 25 years have been submitted to and approved in writing by the Local Planning Authority.
 - b) The Landscape Management Plan shall include details of long term design objectives, management responsibilities, maintenance schedules and replacement planting provisions for existing retained trees and any new soft landscaping to be planted as part of the approved landscaping

scheme.

c) The approved Landscape Management Plan shall be implemented in full in accordance with details approved under this condition.

Reason: To ensure a satisfactory appearance to the development in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012), Policies CS5 and CS7 of the Local Plan Core Strategy (adopted September 2012) and Policy 7.21 of the London Plan 2011.

SUDS MANAGEMENT AND MAINTENANCE

12 No development shall proceed above ground level unless and until a detailed implementation, maintenance and management plan of the approved sustainable drainage scheme has been submitted to and approved in writing by the Local Planning Authority.

Those details shall include:

- I. a timetable for its implementation, and
- II. a management and maintenance plan for the lifetime of the development which shall include the arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

No building hereby approved shall be occupied unless and until the approved sustainable drainage scheme for the site has been installed /completed strictly in accordance with the approved details. The scheme shall thereafter be managed and maintained in accordance with the approved details.

Reason: To ensure that sustainable management of water and minimise the potential for surface level flooding.

CONSTRUCTION METHOD STATEMENT

13 a) No development or site works shall take place on site until a 'Demolition & Construction Method Statement' has been submitted to and approved in writing by, the Local Planning Authority. The Statement shall provide for: access to the site; the parking of vehicles for site operatives and visitors; hours of construction, including deliveries, loading and unloading of plant and materials; the storage of plant and materials used in the construction of the development; the erection of any means of temporary enclosure or security hoarding and measures to prevent mud and debris being carried on to the public highway and ways to minimise pollution.

b) The development shall thereafter be implemented in accordance with the measures detailed within the statement.

Reason: In the interests of highway safety and good air quality in accordance with Policies DM04 and DM17 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and Policy 5.21 of the London Plan (2011).

CONSTRUCTION WORKING HOURS

14 No construction work resulting from the planning permission shall be carried out on the premises at any time on Sundays, Bank or Public

Holidays, before 8.00 am or after 1.00 pm on Saturdays, or before 8.00 am or after 6.00pm pm on other days.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties in accordance with policy DM04 of the Development Management Policies DPD (adopted September 2012).

WHEEL CLEANING

- 15 Provisions shall be made within the site to ensure that all vehicles associated with the construction of the development hereby approved are properly washed and cleaned to prevent the passage of mud and dirt onto the adjoining highway.

Reason: To ensure that the development does not cause danger and inconvenience to users of the adjoining pavement and highway.

DETAILS OF REFUSE AND RECYCLING STRATEGY

- 16 a) Notwithstanding the details submitted with the application and otherwise hereby approved, the building shall not be occupied until development other than demolition works shall take place until details of (i) A Refuse and Recycling Collection Strategy, which includes details of the collection arrangements and whether or not refuse and recycling collections would be carried out by the Council or an alternative service provider, (ii) Details of the enclosures, screened facilities and internal areas of the proposed building to be used for the storage of recycling containers, wheeled refuse bins and any other refuse storage containers where applicable, and (iii) Plans showing satisfactory points of collection for refuse and recycling, have been submitted to and approved in writing by the Local Planning Authority.

b) The development shall be implemented and the refuse and recycling facilities provided in full accordance with the information approved under this condition before the development is first occupied and the development shall be managed in accordance with the information approved under this condition in perpetuity once occupation of the site has commenced.

Reason: To ensure a satisfactory appearance for the development and satisfactory accessibility; and to protect the amenities of the area in accordance with Policy CS14 of the Local Plan Core Strategy (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012) and the Sustainable Design and Construction SPD (adopted April 2013).

EXTRACTION AND VENTILATION EQUIPMENT

- 17 a) No development shall take place above ground level details of all extraction and ventilation equipment to be installed as part of the development have been submitted to and approved in writing by the Local Planning Authority. The report 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 content and recommendations.

b) The development shall be implemented in accordance with details approved under this condition before first occupation or the use is commenced and retained as such thereafter.

Reason: To ensure a satisfactory appearance for the development and satisfactory accessibility; and to protect the amenities of the area in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012) and Policy CS14 of the Local Plan Core Strategy (adopted September 2012).

IMPACT OF NOISE FROM VENTILATION AND EXTRACTION PLANT ON DEVELOPMENT

- 18 a) No development shall take place above ground level until a report has been carried out by a competent acoustic consultant that assesses the likely noise impacts from the development of the ventilation/extraction plant, and mitigation measures for the development to reduce these noise impacts to acceptable levels, and has been submitted to and approved in writing by the Local Planning Authority.

The report 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 content and recommendations.

- b) The measures approved under this condition shall be implemented in their entirety prior to the commencement of the use/first occupation of the development and retained as such thereafter.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of neighbouring properties in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and Policy 7.15 of the London Plan 2011.

AIR POLLUTION MITIGATION MEASURES

- 19 A scheme of proposed air pollution mitigation measures shall be submitted to and approved in writing by the Local Planning Authority and the approved mitigation scheme shall be implemented in its entirety in accordance with details approved under this condition before any of the development is first occupied or the use commences and retained as such thereafter.

Reason: To ensure that the amenities of occupiers are protected from the poor air quality in the vicinity in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and Policy 5.3 of the London Plan 2011.

Reason: To ensure that the amenities of occupiers are not prejudiced by rail and/or road traffic vibration in the immediate surroundings.

BREEAM

- 20 a) The non-residential development is required to meet the BREEAM VERY GOOD level.
- b) Before the development is first occupied the developer shall submit

certification of the selected generic environmental standard.

Reason: To ensure that the development is sustainable and complies with Strategic and Local Policies in accordance with Policy DM02 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and Policies 5.2 and 5.3 of the London Plan (2011).

DETAILS OF PARKING, CYCLING AND TURNING SPACE TO BE PROVIDED AS ON PLAN

- 21
- a) Before the development hereby permitted is first occupied or the use first commences, parking spaces, cycle parking and turning spaces as shown on Drawing **061 001** ; shall be provided and marked out within the site.
- b) The parking spaces shall be used only in accordance with the scheme approved as part of this condition and not be used for any purpose other than the parking and turning of vehicles in connection with the approved development.

Reason: To ensure that parking and associated works are provided in accordance with the council's standards in the interests of pedestrian and highway safety and the free flow of traffic in accordance with Policy DM17 of the Development Management Policies DPD (adopted September 2012) and Policies 6.1, 6.2 and 6.3 of the London Plan 2011.

PD – NO TELECOMMUNICATIONS INSTALLATIONS

- 22
- Notwithstanding the provisions of any development order made under Section 59 of the Town and Country Planning Act 1990 (or any Order revoking and re-enacting that Order) no installation of any structures or apparatus for purposes relating to telecommunications shall be installed on any part the roof of the building(s) hereby approved, including any structures or development otherwise permitted under Part 24 and Part 25 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (as amended) or any equivalent Order revoking and re-enacting that Order.

Reason: To ensure that the development does not impact adversely on the townscape and character of the area and to ensure the Local Planning Authority can control the development in the area so that it accords with Policies DM01 and DM18 of the Development Management Policies DPD (adopted September 2012).

CONSTRUCTION LOGISTICS PLAN

- 23
- No development shall take place unless and until a Construction Logistics Plan (CLP) has been submitted to and approved in writing by the Local Planning Authority. The approved CLP shall be adhered to throughout the construction period. The CLP shall provide details of:
1. the parking of vehicles of site operatives and visitors
 2. loading and unloading of plant and materials
 3. storage of plant and materials used in constructing the development
 4. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
 5. wheel washing facilities
 6. measures to control the emission of dust and dirt during construction

7. a scheme for recycling/disposing of waste resulting from demolition and construction works The report shall assess the impacts during the construction phases of the development on the Transport for London controlled Farringdon Road, nearby residential amenity and other occupiers together with means of mitigating any identified impacts. The development shall be carried out strictly in accordance with the details so approved and no change therefrom shall take place without the prior written consent of the Local Planning Authority.

Reason: In order to secure highway safety and free flow of traffic on adjoining roads, local residential amenity and mitigate the impacts of the development.

DELIVERY AND SERVICE MANAGEMENT PLAN

24 A delivery and service management plan shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the development. The plan shall include details of all servicing and delivery requirements of the site, including waste and recycling collection and details of how safe access to and from the disabled parking bay shall be provided and managed. The development shall be carried out strictly in accordance with the details so approved and no change therefrom shall take place without the prior written consent of the Local Planning Authority.

Reason: In order to secure highway safety and free flow of traffic on adjoining roads, local residential amenity and mitigate the impacts of the development.

CAR PARKING

25 The development authorised by this permission shall not begin until the local planning authority has approved in writing the proposed arrangements, including the obtaining of planning permission for the proposed use; for the provision of staff car parking which will be:

- (i) within the the RAF Museum car park , Grahame Park Way, Colindale
- (ii) available to the Council and any subsequent occupier for the purposes of staff car parking;
- (iii) available for the life of the building;

The occupation of the development shall not begin until those works have been completed in accordance with the local planning authority's approval and have been certified in writing as complete by or on behalf of the local planning authority.

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 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.

CAR PARKING MANAGEMENT PLAN

26 Before the development hereby permitted commences a Car Parking Management Plan shall be submitted to and agreed in writing by the Local Planning Authority. The Car Park Management Plan should ensure

that parking provision will be managed and allocations enforced to ensure that there is no detrimental impact on public highway due to any overspill parking and that there are no adverse impacts on parking in the area. The Car Park Management Plan should also ensure that adequate disabled parking levels are provided and that travel/parking demands are managed via a Travel Plan.

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 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.

PEDESTRIAN ENHANCEMENTS

- 27 Before the development hereby permitted is occupied, pedestrian enhancements must be submitted to and approved by the Local Planning Authority on routes from the proposed development to both the Colindale LU Station and the proposed off-site car parking at the RAF museum to encourage more people to use public transport links.

Reason: To ensure that adequate and satisfactory provision is made for pedestrian connectivity in the interests of pedestrian and 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.

TRAVEL PLAN

- 28 Before the development hereby permitted is occupied a Full Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Full Travel Plan shall meet the criteria in the 2013 Transport for London Travel Plan guidance and be ATTrBuTE and TRICS/SAM compliant. The life span of the Travel Plan shall be for at least 5 years with the Travel Plan to be submitted at least 3 months prior to occupation and then within 6 months containing all survey data and then in years 1,3, and 5. A Travel Plan Champion should be in place for the life of the Travel Plan.

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.

DELIVERY AND SERVICING PLAN (DSP)

- 29 Before the development hereby permitted is occupied a full Delivery and Servicing Plan (DSP) shall be submitted to and agreed 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.

ELECTRIC VEHICLE CHARGING POINTS

- 30 Before the development hereby permitted is occupied full details of the electric vehicle charging points to be installed in the development shall be submitted to the Local Planning Authority and approved in writing. These details shall include for the provision of 20% active and 10% passive parking spaces with electric vehicle charging facilities. The development shall be implemented in full accordance with the approved details prior to first occupation and maintained thereafter.

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.

CONSTRUCTION MANAGEMENT PLAN

- 31 A Construction Management Plan must be submitted to and approved by the Local Planning Authority. This document shall include all relevant details including hours of delivery and routes. This document following approval must be complied with 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.

REFUSE COLLECTION

- 32 Before the development hereby permitted commences details of the refuse collection arrangements shall be submitted to and agreed 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.

STOPPING UP

- 33 Prior to the commencement of the development hereby approved, details of any public or private land fronting the development used by public for access will require to be stopped up under Section 247 of the Town and Country Planning Act to facilitate the development and shall be submitted to and agreed with the Local Planning Authority.

To ensure that adequate public access is provided throughout the development.

GROUND FLOOR DESIGN CHANGES

- 34 The development shall not proceed above ground level until the local planning authority has approved in writing details of the revisions to the external appearance and ground floor layout which adequately reflect the illustrative drawings (reference) which were submitted to the Council on the 14 September 2015.

The occupation of the development shall not begin until those works have been completed in accordance with the local planning authority's approval and have been certified in writing as complete by or on behalf of the local planning authority.

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 CS NPPF and CS1 of the Local Plan Core Strategy (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012) and Policies 1.1, 7.4, 7.5 and 7.6 of the London Plan 2011.

DELIVERY OF HIGHWAYS AND TRANSPORT IMPROVEMENTS

35 The development authorised by this planning permission shall not begin until the Local Planning Authority has approved in writing a scheme for the arrangements to secure the following:

- The delivery of Public realm improvements;
- The delivery of improvements to bus services serving the site;
- A mechanism to ensure that traffic generated by the development is within the capacity of the parking and other provisions to serve the development and avoids any adverse impacts on the local highway network;

And the development may not be occupied otherwise than in accordance with the approved scheme.

Reason:

To ensure the proper functioning of the development in relation to highways and transport considerations

This page is intentionally left blank

Appendix 3 – Analysis of Scheme Compliance with Regional and Local Planning Policy

London Plan (March 2015) Policies

Policy	Relevant Policy Content Summary	Extent of compliance and comment
Policy 1.1 (Delivering the strategic vision and objectives for London)	Strategic vision and objectives for London including managing growth and change in order to realise sustainable development and ensuring all Londoners are able to enjoy a good and improving quality of life.	Compliant: As a site within a London Plan Opportunity Area, the approved scheme at the former Peel Centre seeks to make the most of brownfield land to meet wider growth requirements in terms of housing, retail and commercial activities in a location accessible by a range of transport modes. The proposals for the application site are considered to constitute sustainable development in accordance with the parameters and other relevant development plan policies.
2.2 (London and the wider metropolitan area)	Work with the Mayor and GLA group to secure sustainable development and management of growth	Compliant: The Borough and applicant has worked closely with the Mayor and GLA group throughout the preparation of the policies for the CAAP area, during the pre-application process and in the lead up to the Planning Committee. This engagement process has helped to ensure that the proposals for Lanacre Avenue represent the most sustainable form of development and growth for this Brownfield site.
Policy 2.6 (Outer London: vision and strategy);	Work to realise the full potential of outer London and enhance the quality of life for present and future residents.	Compliant: The Colindale Opportunity Area represents a significantly underutilised area of accessible brownfield land in Outer London in need of regeneration. It is considered that the proposals for the application site respect the setting and character of their surroundings whilst maximising the development potential of the land. The proposals provide for the achievement of the Councils corporate strategy which will enable the creation of new employment opportunities in Colindale to contribute towards regeneration of the area. In addition this will facilitate the release of land for housing which will meet the requirements of development plan policy.
2.8 (Outer London: transport)	Mayor, boroughs and other to address needs by: <ul style="list-style-type: none"> • Improving links to and between town centres and to the rail network • Integrating land use and transport to optimise vacant and under-utilised land 	Compliant: The new street network has been planned to better integrate the Colindale neighbourhood into the existing public transport network, in particular providing improved connections to Colindale Station. The land use, quantum and scale has been designed to optimise the use of this brownfield site in a location with good access to public transport. It will enable improvements through contributions towards enhancing existing public transport facilities,

Policy	Relevant Policy Content Summary	Extent of compliance and comment
	<ul style="list-style-type: none"> • Ensure rail, bus and other networks function better as integrated systems • Improving the quality, lighting, security of stations • Supporting park and ride where appropriate • Improving public transport access to jobs, support reverse commuting, enhancing bus services • Encourage cycling and walking • Active traffic management including demand management, road improvements and parking which reflects greater dependence on the private car • Maximise development opportunities supported by Crossrail 	especially improvements to bus routes to improve cross-borough accessibility.
Policy 2.13 (Opportunity Areas and Intensification Areas)	<p>Seek to optimise residential and non-residential output and densities, provide necessary social and other infrastructure to sustain growth, and, where appropriate, contain a mix of uses</p> <p>Support wider regeneration and integrate development proposals to the surrounding areas especially for regeneration.</p>	Compliant: It is considered that the proposed development of Lanacre Avenue in an accessible location within a planned area of regeneration (Colindale Opportunity Area). The site has an existing PTAL of 3, and the plans demonstrate that the proposals respond to the density of development being proposed for Grahame Park as well as responding to the character of the context. The proposals will deliver a major shift in journey to work modes combined with support for bus improvements, pedestrian movement improvements and car parking restraint. The introduction of a major source of sustainable employment will be to the benefit of the regeneration of Grahame Park.
Policy 2.14 Areas for Regeneration	<p>A) The Mayor will work with strategic and local partners to co-operate their sustained renewal by prioritising them for neighbourhood-based action and investment.</p> <p>B) Boroughs should identify areas for regeneration and set out integrated spatial policies that bring together regeneration, development and transport proposals with improvements in learning and skills, health, safety, access, employment, environment and housing, in locally-based plans, strategies and policy instruments such</p>	

Policy	Relevant Policy Content Summary	Extent of compliance and comment
	<p>as LDFs and community strategies.</p> <p>These plans should resist loss of housing, including affordable housing, in individual regeneration areas unless it is replaced by better quality accommodation, providing at least an equivalent floorspace.</p>	
<p>Policy 2.18 (Green infrastructure: the multi-functional network of green and open spaces)</p>	<p>Development proposals should protect, promote, expand and manage the extent and quality of, and access to, London's network of green infrastructure</p>	<p>Compliant: The development will deliver a range of improvements to the public realm which will be closely related to the improved areas, green spaces, extensive tree planting and enhanced cycle and pedestrian routes being provided as part of the regeneration of Grahame Park.</p>
<p>Policy 3.2 (Improving health and addressing health inequalities)</p>	<p>New developments should be designed, constructed and managed in ways that improve health and promote healthy lifestyles.</p>	<p>Compliant: The proposals are found to be compliant with the objectives of this policy. The proposals will promote healthy lifestyles by providing a new office building set in an environment of high quality new streets and public realm, and will through the Travel Plan and facilities provided for pedestrians and cyclists encourage a higher level of physical activity.</p>
<p>3.16 (Protection and Enhancement of Social Infrastructure)</p>	<p>Proposals providing social infrastructure will be supported in light of needs assessments, and proposal involving loss without reprovision will be resisted. Suitability of redundant facilities for other infrastructure provision should be assessed before alternative developments are considered</p>	<p>Compliant: The proposal include the provision of a café and meeting rooms which will be available for hire by the local community. The plans demonstrate that the facilities are accessible on foot, cycle and by public transport. As such the proposals meet the objectives of this policy.</p>
<p>Policy 4.2 Offices</p>	<ul style="list-style-type: none"> • Encourage redevelopment of office provision to improve London's competitiveness and to address the wider objectives of this Plan, including enhancing its varied attractions for businesses of different types and sizes including small and medium sized enterprises • consolidate and extend the strengths of the diverse office markets elsewhere in the capital through mixed use redevelopment, and supporting managed conversion of surplus capacity to more viable, complementary uses • seek increases in the current stock where there is authoritative, 	<p>Compliant: The proposed development demonstrates that Grahame Park is a suitable location for the provision of a significant employment initiative. The proposal will enable further investment to be made into public transport which will further enhance Cricklewood as a location for office employment as part of mixed development.</p>

Policy	Relevant Policy Content Summary	Extent of compliance and comment
	strategic and local evidence of sustained demand for office-based activities in the context of policies	
4.7 (Retail and Town Centre Development)	<ul style="list-style-type: none"> • Scale of retail, commercial, cultural and leisure should relate to size, role and function of the centre and it's catchment • Retail, commercial, culture ad leisure should focus within town centres, or if not available, on edges which are or can be integrated with public transport • New proposals or extensions to edge or out of centre development will be subject to impact assessment 	Compliant: This proposal is supported by a sequential test that demonstrates the application site represents the most sustainable location for the proposed development.
4.8 (Supporting a successful and diverse retail sector and related facilities and services)	<ul style="list-style-type: none"> • Support convenience retail particularly in District, Neighbourhood and more local centres, to secure a sustainable pattern of provision and strong, lifetime neighbourhoods • Provide policy framework for maintaining, managing and enhancing local and neighbourhood shopping and facilities which provide local goods and services • Identify areas under-served in local convenience shopping and services provision and support additional facilities at an appropriate scale in locations accessible by walking, cycling and public transport to support existing or new residential communities 	<p>Compliant: The Proposed Development includes a retail use/café with the remainder of the ground floor containing meeting rooms available to the local community. The location of the entrance to the proposed development has been chosen to maximise footfall across Southern Square. This combination of factors will contribute to the success of the retail and community facilities located on Southern Square.</p> <p>This will deliver positive benefits for the local community in terms of increased choice, availability and accessibility to local convenience goods provision, as well as creating opportunities for employment.</p>
4.9 (Small Shops)	In large proposals, consider conditions or obligations to provide or support affordable shop units	Compliant: The proposal does not result in the loss of any existing shop units and proposes to create a new neighbourhood centre rather than seeking to strengthen an existing one. The planning obligations sought have been determined according to local priorities and the viability assessment. As such it is not considered necessary to impose such an obligation in this instance.
4.12 (Improving Opportunities for All)	Support local employment, skills development and training opportunities	Compliant: The application demonstrates that 1200 direct jobs will be created within the Lanacre Avenue development. Local employment, skills and training opportunities will be secured via an

Policy	Relevant Policy Content Summary	Extent of compliance and comment
		obligation to enter into Local Employment Agreement.
<p>Policy 5.1 (Climate change mitigation)</p> <p>Policy 5.2 (Minimising carbon dioxide emissions);</p>	<p>Development proposals should make the fullest contribution to minimising carbon dioxide emissions in accordance with the energy hierarchy.</p> <p>The Mayor will seek to ensure that developments meet the following target for CO₂ emissions, which is expressed as year improvements on the 2013 Building Regulations:</p> <p>2013-2016 40%</p>	<p>Compliant: The Lanacre Avenue development includes a range of climate change mitigation measures based on the Energy and Sustainability Strategies which have informed the application. The performance standards of the buildings on-site will be maximised in order to reduce carbon dioxide emissions from the development, which is expected to deliver a 35% improvement on Building Regulations Part L 2013 through efficient building fabric and passive design measures. A condition is recommended to this reserved matters application for compliance to be demonstrated. The development is considered to be in accordance with this policy.</p>
<p>Policy 5.3 (Sustainable design and construction)</p>	<p>Development proposals should demonstrate that sustainable design standards are integral to the proposal, considered from the start of the process and meet the requirements of the relevant guidance.</p>	<p>Compliant: It is considered that the development has been designed to maximise the use of land close to existing public transport and planned new transport investment.</p> <p>The proposed building is designed to achieve BREEAM Excellent which is a high level of sustainable design and achieve carbon savings in accordance with the relevant London Plan target.</p>
<p>5.4A (Electricity and Gas Supply)</p>	<p>Developers should engage with boroughs and energy companies to identify gas and electricity requirements</p>	<p>Compliant: The applicants have provided evidence of engagement with energy providers.</p>
<p>5.5 (Decentralised Energy Networks)</p>	<p>As a minimum boroughs should require developers to prioritise connection to existing or planned networks where feasible</p>	<p>Compliant: The building is designed to allow potential future connection to an area wide energy network should this be feasible.</p>
<p>Policy 5.6 (Decentralised energy in development proposals)</p>	<p>Development should evaluate the feasibility of combined heat and power (CHP) systems and where they are appropriate also examine the opportunities to extend the system beyond the site boundary.</p> <p>Energy systems should be selected in the following hierarchy, connection to existing heating or cooling networks; site wide CHP network; communal heating and cooling.</p>	<p>Compliant: The proposed scheme includes provision for CHP(s). The applicant has committed to to explore the potential to connect to an area wide network should this be provided to the edge of the site.</p>
<p>Policy 5.7 (Renewable</p>	<p>Within the framework of the energy hierarchy proposals should provide a</p>	<p>Compliant: The proposed development has been designed to meet the London Plan policy targets for</p>

Policy	Relevant Policy Content Summary	Extent of compliance and comment
energy); Policy 5.9 (Overheating and cooling)	reduction in expected carbon dioxide emissions through the use of on-site renewable energy generation where feasible. Proposals should reduce potential overheating and reliance on air conditioning systems and demonstrate this has been achieved.	reducing carbon emissions through efficient design and connection to a CHP network. This will fully comply with this policy to reduce carbon dioxide levels. Should the CHP not be feasible then alternative renewable energy solutions will be explored for these plots to achieve the necessary reduction in carbon dioxide emissions.
Policy 5.10 (Urban greening); Policy 5.11 (Green roofs and development site environs)	Development proposals should integrate green infrastructure from the beginning of the design process to contribute to urban greening, including the public realm. Elements that can contribute to this include tree planting, green roofs and soft landscaping Proposals should be designed to include roof, wall and site planting to deliver as wide a range of the objectives associated with such planting as possible.	Compliant: The proposed development incorporates several areas of new soft landscaping on the site. Details of these would be controlled through the conditions recommended to ensure that they achieve as many of the objectives of this policy as are practical. Improvements to the ecological value of the existing site are proposed. The current site includes low quality amenity grassland with intermittent tree and scrub planting. The proposals create new opportunities for local wildlife on the site as part of a green corridor within the local area including: use of predominantly native replanting including fruit and flower trees; retained and replanted hedging to the western boundary; reinforcing the woodland/hedge habitat to the southern boundary; and the inclusion of green roofs where feasible.
Policy 5.12 (Flood risk management); Policy 5.13 (Sustainable drainage)	Proposals must comply with the flood risk assessment and management requirements of set out in the NPPF and supporting Technical Guidance. Proposals should utilise sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so and should aim to achieve Greenfield runoff rates and ensure that surface water runoff is managed as close to its source as possible. Drainage should be designed and implemented in ways that deliver other objectives of the London Plan.	Compliant: The development proposals have been based on a comprehensive flood risk assessment that has been accepted by the Environment Agency. It is considered that the application complies with this policy. The Drainage Strategy would result in a significant reduction in surface water runoff. A range of sustainable urban drainage systems are proposed as part of the SUDS strategy to be submitted and approved under conditions.
Policy 5.17 (Waste capacity)	Suitable waste and recycling facilities are required in all new development. Minimising waste and achieving high reuse and recycling performance	Compliant: Conditions have been recommended which require the provision of suitable waste and recycling facilities for the proposed units.
5.21 (Contaminated land)	Measures should be taken to ensure development on previously contaminated land does not activate or spread it	Compliant: The application demonstrates that the potential for contamination has been adequately assessed and suitable mitigation proposed. The requirement for further site investigations and any subsequent necessary remediation will be secured by planning condition.

Policy	Relevant Policy Content Summary	Extent of compliance and comment
6.2 (Providing Public Transport Capacity and Safeguarding Land for Transport)	Schemes that do not safeguard schemes in Table 6.1 should be refused	Compliant: The proposals will support and will not prejudice the delivery of the schemes identified in Table 6.1.
Policy 6.3 (Assessing effects of development on transport capacity)	Development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. Development should not adversely affect safety on the transport network.	Compliant: The application is supported by a comprehensive transport assessment, the conclusions of which are supported by officers. The proposals include improvements to existing highways where necessary and a package of public transport improvements which will benefit Colindale as a whole.
6.5 (Funding Crossrail and Other Strategically Important Transport Infrastructure)	Contributions will be sought form development likely to add to or create congestion on the rail network that Crossrail is intended to mitigate Consultation with the Mayor should identify strategically important infrastructure that is suitable for funding by CIL	Compliant: The GLA and TfL have been consulted during the pre-application and post submission stages to determine an appropriate contribution to be sought from the redevelopment of the Lanacre Avenue site. A contribution is also being made towards public transport improvements, including improvements to Colindale Station.
Policy 6.9 (Cycling); Policy 6.10 (Walking)	Proposals should provide secure, integrated, convenient and accessible cycle parking facilities in line with the minimum standards and the guidance set out in the London Cycle Design Standards (or subsequent revisions). Development proposals should ensure high quality pedestrian environments and emphasise the quality of the pedestrian and street space by referring to Transport for London's Pedestrian Design Guidance.	Compliant: Secure cycle parking is provided outside the building which are served by combined shower facilities just inside the staff entrance. The scheme proposes a suitable quality of pedestrian environment and the proposal would provide appropriate levels of facilities for cycles and cyclists.
Policy 6.13 (Parking)	The maximum standards in the London Plan should be applied to planning applications and developments should also provide electrical charging points, parking for disabled people and cycle parking in accordance with the London Plan standards. Delivery and servicing needs should also be provided for.	Compliant: The parking levels fall within the maximum standards set by the London Plan. Electrical charging points will be provided, along with parking for disabled people and cycle parking. A comprehensive strategy is proposed for delivery and servicing.
Policy 7.2 (Inclusive environment)	Design and Access Statements should explain how, the principles of inclusive design, including the specific needs of older and disabled people have been integrated into the proposed development, whether relevant best practice standards will be complied with and how inclusion will be maintained	Compliant: This has been achieved through the provisions contained in the DAS and the conditions attached to the proposed planning permission.

Policy	Relevant Policy Content Summary	Extent of compliance and comment
	and managed.	
Policy 7.3 (Designing out crime)	Development proposals should reduce the opportunities for criminal behaviour and contribute to a sense of security without being overbearing or intimidating.	Compliant: Security considerations have been incorporate into the design of the layout, with well-connected streets that encourage human activity, secure perimeter blocks and access arrangements. The development incorporates the principles of “Secured by Design” and a commitment has been made to achieving Secure by Design Level 2.
Policy 7.4 (Local character); Policy 7.5 (Public realm); Policy 7.6 (Architecture)	Buildings, streets and spaces should provide a high quality design response. Public spaces should be secure, accessible, inclusive, connected, easy to understand and maintain, relate to local context and incorporate the highest quality design, landscaping, planting, street furniture and surfaces. Architecture should make a positive contribution to a coherent public realm, incorporate the highest quality materials and design appropriate to its context.	Compliant: Officers consider that the proposed development provides an appropriate and quality design approach to the form of development and its setting. The proposal is considered to demonstrate the influence of these policies and compliance with their key objectives where they are relevant.

Policy	Relevant Policy Content Summary	Extent of compliance and comment
7.7 (Location and design of tall and large buildings)	<p>Tall and large buildings to include urban design analysis to meet criteria below, especially if not identified as a location for tall or large buildings</p> <p>Tall buildings should:</p> <ul style="list-style-type: none"> • Be limited to CAZ, Opportunity areas, Intensification areas or Town Centres that have good public transport • Only be in areas whose character would not be adversely affected • Relate well to surroundings • Improve legibility and enhance the skyline • Be of the highest standards of architecture and materials including sustainability • Have ground floor activities providing a positive relationship to streets • Improve permeability • Incorporate publicly accessible areas on upper floors where appropriate • Make a significant contribution to local regeneration <p>Tall buildings should:</p> <ul style="list-style-type: none"> • Not affect surroundings re. microclimate, wind turbulence, overshadowing, noise, reflected glare, aviation, navigation and telecommunications • Not impact on strategic views 	<p>Compliant: The proposal is within an Opportunity Area where tall and large buildings are appropriate in accordance with the policy. The application demonstrates a high level of architectural quality and the DAS demonstrates that there will be no unacceptable impacts on the area (including microclimate) and will not affect any strategic views.</p> <p>The DAS conveys a clear rationale for the location, role and heights each part of this building and demonstrates that its design relates well to the surrounding buildings, urban grain and public realm. Officers conclude that the building will enhance the character and legibility of the area, will improve the skyline and are satisfied that the objectives of this policy are met.</p>
7.8 (Heritage assets and archaeology)	<p>Development should identify, value, conserve, restore, re-use and incorporate heritage assets, where appropriate.</p> <p>Development affecting heritage assets and their settings should conserve their significance, by being sympathetic to their form, scale, materials and architectural details.</p> <p>New development should make provision for the protection of</p>	<p>Compliant: The documentation submitted with the application demonstrates that the potential impacts on heritage assets have been fully assessed with no adverse impacts identified.</p>

Policy	Relevant Policy Content Summary	Extent of compliance and comment
	archaeological resources, landscapes and significant memorials.	
Policy 7.13 (Safety, security and resilience to emergency)	Proposals should contribute to the minimisation of potential physical risks and include measures to assist in designing out crime and terrorism.	<p>Compliant: The development incorporates the principles of “Secured by Design” and a commitment has been made to achieving Secure by Design Level 2. Car parking is provided within the site in areas with significant levels of overlooking providing a high degree of security for vehicle owners.</p> <p>The level of activity resulting from the development along with passive overlooking will improve security all around the site. The submission is considered to accord with secure by design principles.</p>
Policy 7.14 (Improving air quality)	<p>Proposals should:</p> <ul style="list-style-type: none"> - Minimise increased exposure to existing poor air quality and make provision to address existing air quality problems. - Promote sustainable design and construction to reduce emissions from the demolition and construction of buildings. - Be at least air quality neutral and not lead to further deterioration of poor air quality. <p>Ensure that where provision needs to be made to reduce development emissions this is usually on site.</p>	<p>Compliant: The submission demonstrates that the proposal would not have a significant adverse impact on air quality and the impact of local air quality on the future occupiers of the development can be adequately mitigated.</p> <p>The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives.</p>
Policy 7.15 (Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes)	<p>Proposals should seek to manage noise by:</p> <p>Avoiding significant adverse noise impacts on health and quality of life as a result of new development. Improving and enhancing the acoustic environment and promoting appropriate soundscapes. Promote new technologies and improved practices to reduce noise at source, and on the transmission path from source to receiver</p>	<p>Compliant: The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives. The development would not have a significant adverse impact on neighbouring occupiers and users and the amenities of future occupiers would be adequately protected as far as is practicable in this instance.</p>

Policy	Relevant Policy Content Summary	Extent of compliance and comment
Policy 7.19 (Biodiversity and access to nature)	<p>Proposals should:</p> <ul style="list-style-type: none"> – Wherever possible make a positive contribution to the protection, enhancement, creation and management of biodiversity. – Prioritise assisting in meeting targets in biodiversity action plans and/or improve access to nature in areas deficient in accessible wildlife sites. <p>Be resisted where they have significant adverse impacts on the population or conservation status of a protected species, or a priority species or habitat identified in a biodiversity action plan.</p>	Compliant: The application is considered to demonstrate the influence of this policy and includes measures to make a positive contribution to biodiversity. Conditions have been recommended to ensure that the key objectives of this policy would be carried through at implementation.
Policy 7.21 (Trees and woodlands)	Existing trees of value should be retained and any loss as a result of development should be replaced. Wherever appropriate the planting of additional trees should be included in developments.	Compliant: The application is considered to demonstrate the influence of this policy and compliance with its key objectives. Adequate planting has been proposed. Conditions have been recommended to ensure that the key objectives of this policy would be carried through at implementation.
8.1 (Implementation)	<p>The Mayor will work collaboratively to deliver a positive approach to enabling new development in London, optimising land use and promoting/enabling sustainable locations for strategic development.</p> <p>The Mayor will work with boroughs, developers and infrastructure providers and other key stakeholders to ensure the effective development and implementation of the Community Infrastructure Levy.</p>	Compliant: The Borough and applicant has worked closely with the Mayor and GLA group throughout the preparation of the policies for the CAAP area, during the pre-application process and in the lead up to the Planning Committee. This engagement process has helped to ensure that the proposals for the Lanacre Avenue development represent the most sustainable form of development and growth for this Brownfield site. The GLA have been involved in negotiations to secure appropriate planning obligations and effective use of CIL.
8.2 (Planning obligations)	<p>When considering planning applications of strategic importance, the Mayor will take into account among other issues including economic viability of each development concerned, the existing and content of planning obligations.</p> <p>Development proposals should address strategic as well as local priorities in planning obligations.</p> <p>Affordable housing, supporting the</p>	Compliant: A package of obligations has been proposed which will deliver the core priorities of improvements to strategic public transport, and other measures (including potential connection to an area-wide energy network).

Policy	Relevant Policy Content Summary	Extent of compliance and comment
	<p>funding of Crossrail where this is appropriate, and other public transport improvements should be given the highest importance.</p> <p>Importance should also be given to tackling climate change and air quality, social infrastructure and the provision of small shops.</p>	

Policy	Content Summary	Extent of Compliance and Comment
Core Strategy		
CS NPPF (National Planning Policy Framework – presumption in favour of sustainable development)	Take a positive approach to proposals which reflect the presumption in favour of sustainable development and approve applications that accord with the Local Plan, unless material considerations indicate otherwise. Where there are no policies relevant to the proposal or the relevant policies are out of date permission should be granted, unless material considerations indicate otherwise.	Compliant: the proposal is considered to constitute sustainable development in accordance with the NPPF and which complies with Local Plan taken as a whole. It has therefore been recommended for approval.
CS1 (Barnet's place shaping strategy – the three strands approach)	As part of its 'Three Strands Approach' the council will: <ul style="list-style-type: none"> - Concentrate and consolidate growth in well located areas that provide opportunities for development, creating a high quality environment that will have positive impacts. - Focus major growth in the most suitable locations and ensure that this delivers sustainable development, while continuing to conserve and enhance the distinctiveness of Barnet as a place to live, work and visit. 	Compliant: the proposal is considered to show the influence of this policy and demonstrates compliance with its key objectives. As a site within an Opportunity Area in the Mayor's London Plan, the scheme for Lanacre Avenue has been developed with the consideration that the site has significant capacity for commercial development as part of a mixed use Master plan linked to existing or potential improvements to public transport accessibility. It is considered that the proposals achieve the relevant strategic requirements of this policy and will deliver an optimised housing scheme.
CS3 (Distribution of growth in meeting housing aspirations)	Colindale is identified as LBB's focus for growth	Compliant: The development potential of the former Peel Centre site has been optimised and this application will deliver up to 1200 jobs contributing towards strategic employment levels for Barnet and London. The success of this development will help to release the residential potential of the NLBP.
CS5 (Protecting and enhancing Barnet's character to create high quality places)	The council will ensure that development in Barnet respects local context and distinctive local character, creating places and buildings with high quality design. Developments should: <ul style="list-style-type: none"> - Address the principles, aims and objectives set out in the relevant national guidance. - Be safe attractive and fully accessible. 	Compliant: The application is considered to demonstrate the influence of this policy and compliance with its key objectives. The design approach proposed takes suitable account of its context, the character of the area, the relationship with neighbouring buildings and spaces and provides a scheme of an appropriate standard. The new office building proposed will all be of a high quality internally, externally and in relation to its immediate context and the wider environment.

Policy	Content Summary	Extent of Compliance and Comment
	<ul style="list-style-type: none"> - Provide vibrant, attractive and accessible public spaces. - Respect and enhance the distinctive natural landscapes of Barnet. - Protect and enhance the gardens of residential properties. - Protect important local views. - Protect and enhance the boroughs high quality suburbs and historic areas and heritage. - Maximise the opportunity for community diversity, inclusion and cohesion. - Contribute to people's sense of place, safety and security. 	
CS8 (Promoting a strong and prosperous Barnet)	<p>The council and its partners will ensure a strong and prosperous Barnet that provides opportunity for economic advancement, by:</p> <ul style="list-style-type: none"> - Delivering 1,500 new jobs in our growth areas of Colindale and Mill Hill East by 2021 - Requiring major developments to provide financial contributions and to deliver employment and training initiatives in consultation with the Skills Development and Employability Group 	Compliant: The application demonstrates that 1200 direct jobs will be created within the office space space Local employment, skills and training opportunities will be secured via an obligation to enter into Local Employment Agreement.
CS9 (Providing safe, efficient and effective travel)	<p>Developments should provide and allow for safe effective and efficient travel and include measures to make more efficient use of the local road network.</p> <p>The council will support more environmentally friendly transport networks, including the use of low emission vehicles (including electric cars), encouraging mixed use development and seeking to make cycling and walking more attractive for leisure, health and short trips.</p>	Compliant: The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives. The application is supported by a comprehensive transport assessment, the conclusions of which are supported by officers. The Transport Assessment and Addendum is considered to have assessed the impact of the proposed development over an appropriate area of influence. No significant impacts on the adjacent local highway network have been identified and a package of measures is included that mitigate any effects. The design of the development is considered to take full account of the safety of all road users, includes appropriate access arrangements and would not unacceptably increase conflicting movements on the road network or increase the risk to vulnerable road users.
CS12 (Making Barnet a safer	<p>The Council will:</p> <ul style="list-style-type: none"> - Encourage appropriate security and 	Compliant: The design of the proposal is considered to demonstrate the influence of this policy and be

Policy	Content Summary	Extent of Compliance and Comment
place)	<p>community safety measures in developments and the transport network.</p> <ul style="list-style-type: none"> - Require developers to demonstrate that they have incorporated community safety and security design principles in new development. - Promote safer streets and public areas, including open spaces. 	<p>compliant with the key elements of this policy.</p> <p>The development incorporates the principles of “Secured by Design” with a commitment made to achieving Secure by Design Level 2.</p> <p>The London Fire and Emergency Protection Authority has not expressed any concerns about the proposals.</p> <p>Car parking will be provided within the curtilage of the RAF Museum which will provide a high degree of security for vehicle owners.</p> <p>The level of activity resulting from the development along with passive overlooking will improve security within the immediate area surrounding the site.</p>
CS13 (Ensuring the efficient use of natural resources)	<p>The council will:</p> <ul style="list-style-type: none"> - Seek to minimise Barnet’s contribution to climate change and ensure that the borough develops in a way which respects environmental limits and improves quality of life. - Promote the highest environmental standards for development to mitigate and adapt to the effects of climate change. - Expect development to be energy efficient and seek to minimise any wasted heat or power. - Expect developments to comply with London Plan policy 5.2. - Maximise opportunities for implementing new district wide networks supplied by decentralised energy. - Make Barnet a water efficient borough, minimise the potential for fluvial and surface flooding and ensure developments do not harm the water environment, water quality and drainage systems. - Seek to improve air and noise quality. 	<p>Compliant: The Lanacre Avenue development includes a range of climate change mitigation measures based on the Energy and Sustainability Strategies which have informed the application. The performance standards of the buildings on-site will be maximised in order to reduce carbon dioxide emissions from the development, which is expected to deliver a 35% improvement on Building Regulations Part L 2013 through efficient building fabric and passive design measures. A condition is recommended to this reserved matters application for compliance to be demonstrated. The development is considered to be in accordance with this policy.</p> <p>Water conservation measures will be applied to all dwellings with sustainable drainage applied to manage surface water.</p> <p>The proposal would not have a significant adverse impact on the local noise environment or air quality.</p>
CS14 (Dealing with our waste)	<p>The council will encourage sustainable waste management by promoting waste prevention, re-use, recycling, composting and resource efficiency over landfill and requiring developments to provide appropriate waste and recycling facilities.</p>	<p>Compliant: Conditions have been recommended which require the provision of suitable waste and recycling facilities for the proposed units.</p>

Policy	Content Summary	Extent of Compliance and Comment
CS15 (Delivering the Core Strategy)	The council will work with partners to deliver the vision, objectives and policies of the Core Strategy, including working with developers and using planning obligations (and other funding mechanism where appropriate) to support the delivery of infrastructure, facilities and services to meet needs generated by development and mitigate the impact of development.	Compliant: The package of planning obligations proposed secure appropriate contributions to the delivery of infrastructure for Colindale which will meet the needs of the development and mitigate the impact of the development.
Development Management Policies		
DM01 (Protecting Barnet's character and amenity)	<ul style="list-style-type: none"> - Represent high quality design which demonstrates high levels of environmental awareness and contributes to climate change mitigation and adaptation. - Be based on an understanding of local characteristics. Proposals should preserve or enhance local character and respect the appearance, scale, mass, height and pattern of surrounding buildings, spaces and streets. - Ensure attractive, safe and, where appropriate, vibrant streets which provide visual interest, particularly at street level and avoid blank walls. - Create safe and secure environments and reduce opportunities for crime and minimise the fear of crime. - Be designed to allow for adequate daylight, sunlight, privacy and outlook for adjoining and potential occupiers and users. - Lighting schemes should not have a demonstrably harmful impact on residential amenity or biodiversity. - Retain outdoor amenity space having regard to its character. <p>h. Conversion of dwellings into flats in roads characterised by houses will not normally be appropriate.</p> <p>i. Loss of houses in roads characterised by houses will not normally be appropriate.</p> <p>Required to include hard and soft</p>	<p>Compliant: The design of the proposal is considered to demonstrate the influence of this policy and be compliant with the key elements of this policy. The application demonstrates a thorough assessment of environmental impacts and a comprehensive sustainability and energy strategy.</p> <p>The design is considered to respond appropriately to the local character of the area in the built form and the application demonstrates a high quality of architectural design.</p> <p>The development incorporates the principles of "Secured by Design" with a commitment made to achieving Secure by Design Level 2.</p> <p>The application demonstrates that a high level of amenity for future residents, with good levels of daylighting in internal spaces, sunlight in amenity spaces, and good levels of privacy.</p> <p>A high quality scheme of hard and soft landscaping is proposed which extends throughout the site.</p>

Policy	Content Summary	Extent of Compliance and Comment
	landscaping	
DM02 (Development standards)	<p>Development expected to demonstrate compliance with the following national and Londonwide standards supported by the guidance set out in the council's suite of Supplementary Planning Documents:</p> <ol style="list-style-type: none"> 1. By Design, the CABI urban design principles 2. Lifetime Homes, the 16 design criteria required by the London Plan Policy 3.8 3. Code for Sustainable Homes, the national standard for sustainable homes 4. BREEAM, the environmental assessment method for non residential development 5. Wheelchair accessibility, the London Plan Policy 3.8 6. Minimum floor space, the London Plan Policy 3.5 7. Outdoor amenity space, the Sustainable Design and Construction SPD 8. Secured by Design, the national Police initiative 9. Play space, the London Plan Policy 3.6. 	<p>Compliant: The application demonstrates that the design has been developed in response to these standards.</p> <p>The non-residential buildings will achieve BREEAM Excellent.</p> <p>A commitment is made to achieving Secure by Design Level 2.</p>
DM03 (Accessibility and inclusive design)	Development proposals should meet the highest standards of accessible and inclusive design	Compliant: The proposed development is compliant
DM04 (Environmental considerations for development)	All major development will be required to demonstrate through an Energy Statement compliance with the Mayor's targets for reductions in carbon dioxide emissions within the framework of the Mayor's energy hierarchy.	Compliant: The Lanacre Avenue development includes a range of climate change mitigation measures based on the Energy and Sustainability Strategies which have informed the application. The performance standards of the buildings on-site will be maximised in order to reduce carbon dioxide emissions from the development, which is expected to deliver a 35% improvement on Building Regulations Part L 2013 through efficient building fabric and passive design measures. A condition is recommended to this reserved matters application for compliance to be demonstrated. The development is considered to be in accordance with this policy.

Policy	Content Summary	Extent of Compliance and Comment
		<p>A site wide energy network is proposed, along with the provision for future connection to an area wide network should this be feasible.</p> <p>Water conservation measures will be applied to all dwellings with sustainable drainage applied to manage surface water.</p> <p>The proposal would not have a significant adverse impact on the local noise environment or air quality.</p>
DM05 (Tall buildings)	<p>Tall buildings outside the strategic locations identified in the Core Strategy will not be considered acceptable. Proposals for tall buildings will need to demonstrate:</p> <ul style="list-style-type: none"> i. an active street frontage where appropriate ii. successful integration into the existing urban fabric iii. a regard to topography and no adverse impact on Local Viewing Corridors, local views and the skyline iv. not cause harm to heritage assets and their setting v. that the potential microclimatic effect does not adversely affect existing levels of comfort in the public realm. 	<p>Compliant: The Lanacre Avenue development is within the Colindale Opportunity Area which is a strategic location where tall buildings may be considered appropriate. The application demonstrates a high level of architectural quality and the ES demonstrates that there will be no unacceptable impacts on the area (including microclimate) and will not affect any strategic views. The DAS Documents convey a clear rationale for the location, role and heights of tall buildings and demonstrate that they relate well to the surrounding buildings, urban grain and public realm. Officers conclude that the tall building will enhance the character and legibility of the area, will improve the skyline and are satisfied that the objectives of this policy are met.</p>
DM06 (Barnet's heritage and conservation)	<p>All heritage assets will be protected in line with their significance. All development will have regard to the local historic context.</p> <p>Development proposals must preserve or enhance the character and appearance of 16 Conservation Areas in Barnet.</p>	<p>Compliant: There are no adverse impacts on heritage assets</p>
Policy DM14: New and existing employment space	<ul style="list-style-type: none"> • New employment space: All proposals for new office space should follow a sequential approach which considers town centre sites before edge of centre sites. • Proposals for new employment space will be expected to provide onsite servicing for the intended use and include space for waiting for goods vehicles. 	<p>Compliant: This approach was followed in relationship to the current application. As a result, the proposal will bring a major source of employment to the regeneration area of Grahame Park and will help create a mixed development.</p>

Policy	Content Summary	Extent of Compliance and Comment
DM16 (Biodiversity)	<p>When considering development proposals the council will seek the retention and enhancement, or the creation of biodiversity.</p> <p>b. Where development will affect a Site of Importance for Nature Conservation and/or species of importance the council will expect the proposal to meet the requirements of London Plan Policy 7.19E.</p> <p>c. Development adjacent to or within areas identified as part of the Green Grid Framework will be required to make a contribution to the enhancement of the Green Grid.</p>	Compliant: The application is considered to demonstrate the influence of this policy and includes measures to make a positive contribution to biodiversity. Conditions have been recommended to ensure that the key objectives of this policy would be carried through at implementation.
DM17 (Travel impact and parking standards)	<p>a: Road safety</p> <p>The council will ensure that the safety of all road users is taken into account when considering development proposals, and will refuse proposals that unacceptably increase conflicting movements on the road network or increase the risk to vulnerable users.</p> <p>b: Road hierarchy</p> <p>The council will seek to ensure that roads within the borough are used appropriately according to their status in the defined road hierarchy. In taking into account the function of adjacent roads the council may refuse development proposals which would result in inappropriate road use, or adversely affect the operation of roads in an area.</p> <p>c: Development, location and accessibility</p> <p>The council will expect major development proposals with the potential for significant trip generation to be in locations which are, or will be made, highly accessible by a range of transport modes.</p>	<p>Compliant: The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives.</p> <p>The proposals optimise the development potential of the land in an accessible location within a planned area of regeneration (Colindale Opportunity Area). The site has an existing PTAL Rating of 3.</p> <p>The application is supported by a comprehensive transport assessment, the conclusions of which are supported by officers. The Transport Assessment and Addendum is considered to have assessed the impact of the proposed development over an appropriate area of influence. No significant impacts on the adjacent local highway network have been identified and a package of measures is included that mitigate any effects. The design of the development is considered to take full account of the safety of all road users, includes appropriate access arrangements and would not unacceptably increase conflicting movements on the road network or increase the risk to vulnerable road users.</p>
Colindale AAP		
2.0 (Colindale Opportunity Area)	<p>Policy 2.0 Colindale Opportunity Area</p> <p>Colindale will be a major focus for the creation of new homes, jobs, a new</p>	Compliant: The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives. The Lanacre Avenue Development scheme will deliver 1200 new

Policy	Content Summary	Extent of Compliance and Comment
	<p>neighbourhood centre and supporting infrastructure delivering exemplary levels of sustainability. It will be a transformed place and vibrant, diverse neighbourhood where people will want to live, work and visit. The Council will seek the comprehensive redevelopment of Colindale in accordance with the Spatial Plan and the development principles set out in the AAP.</p>	<p>jobs for Colindale. This will contribute to the transformation of this part of Colindale in line with the objectives of the CAAP.</p>
<p>3.1 (Improving connectivity in Colindale)</p>	<p>Development within Colindale will be based on a network of new and improved streets linking development to the wider area and increasing connectivity and permeability within Colindale, creating direct and safe links for walking, cycling and public transport.</p> <p>The following strategic highways elements will be required within Colindale, in addition to the proposals which form part of the approved Grahame Park Estate regeneration: Package 1 (within phases 1 and 2 of the AAP)</p> <ul style="list-style-type: none"> • Aerodrome Road/A41 junction improvements • Montrose Avenue/A5 (Edgware Road) junction improvements • Colindale Avenue/A5 (Edgware Road) junction improvements <p>Package 2 (within phase 2 of the AAP)</p> <ul style="list-style-type: none"> • Removal of roundabout to enable a new junction of Colindale Avenue/Aerodrome Road/Grahame Park Way/Lanacre Avenue <p>Package 3 (within phase 3 of the AAP)</p> <ul style="list-style-type: none"> • Peel Access Link: a new street linking Aerodrome Road and Colindeep Lane using an existing railway bridge to pass under the Northern Line. 	<p>Compliant: The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives. The application (including the drawings and DAS) demonstrate that the proposed development reinforces the realigned Lanacre Avenue which connects Grahame Park into the wider Colindale area, and provides a legible routes from the site to the station. This proposal will increase permeability and connectivity in this part of Colindale in line with the objectives of the CAAP.</p>
<p>3.2 (Walking and cycling)</p>	<p>Development will create a high quality network of pedestrian and cycle routes linking open spaces, local centres, sports facilities and the public transport interchange, broadly in accordance with Figure 3.5 and Figure 3.6. Routes will be linked by good signage and will provide</p>	<p>Compliant: The development will add to the critical mass of development attracting pedestrians and cyclists surrounding Southern Square.</p> <p>A network of cycle and pedestrian routes are being provided which will link areas of open space, the new local park and primary school (which will contain informal sports facilities), the neighbourhood</p>

Policy	Content Summary	Extent of Compliance and Comment
	<p>attractive, direct and safe connections through Colindale and the surrounding areas.</p> <p>Cycle parking will be provided at key destinations, including local centres, sports facilities, parks and open spaces, public transport nodes and education establishments and be in accordance with TfL cycle parking standards. Cycle storage facilities will be provided in all new developments.</p> <p>Where practical and feasible, cycle and walking routes will be segregated. Where they need to run along shared routes, detailed consideration of conflict and safety issues will be required and appropriate guidance such as the TfL Cycling Design Guide and Manual for Streets will be followed.</p>	<p>centre and Colindale Station.</p> <p>A good level of cycle parking provision is provided to the development.</p> <p>The design of the development is considered to take full account of the safety of all road users, includes appropriate access arrangements and would not unacceptably increase conflicting movements on the road network or increase the risk to vulnerable road users.</p>
3.3	<p>Bus connections will be significantly improved, both within Colindale and to destinations outside Colindale, in accordance with Figure 3.7 and in consultation with TfL.</p> <p>The improvements to the Aerodrome Road bridges and potential new connections in the area provide opportunities for new and enhanced bus routes. Key routes will be designed to a standard suitable for bus operations and with appropriate accessible bus stopping facilities, particularly at interchanges such as Colindale Station. Developers will provide an appropriate level of financial contributions to local bus services, in accordance with Policy 8.3.</p>	<p>Compliant: The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives.</p>
3.4	<p>A new public transport interchange will be provided around Colindale Underground Station, improving the interchange between different modes of transport and providing a new gateway in to Colindale. At the heart of the interchange will be a new public piazza and station building. The interchange will include:</p> <ul style="list-style-type: none"> • High quality safe and secure walking and cycling routes to/from the interchange, including safe crossing facilities; 	<p>Compliant: The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives.</p> <p>The proposed development at Lanacre Avenue will benefit from the proximity of Colindale Station. Staff travelling to the development will be travelling against the main flow which will help maximise the efficient use of this mode of travel.</p> <p>In addition, an improved bus service will be provided to provide connectivity to the east.</p> <p>The application demonstrates that high quality pedestrian and cycle routes will be provided that are</p>

Policy	Content Summary	Extent of Compliance and Comment
	<ul style="list-style-type: none"> • Step free access for all on public transport; • A high quality, secure public space which improves the station access and provides comfortable interchange space; • Secure, covered cycle parking facilities; • Double bus stops in each direction located on Colindale Avenue itself (in-line provision); • Set-down/pick-up spaces for disabled passengers; • Taxi set down/pick up provision; • Adequate facilities for the servicing and maintenance of the interchange; • High quality information for passengers; • The ability within the local street network for buses to turn enabling Colindale to serve as a bus route destination/start; and • Improved ticket hall with increased passenger capacity and facilities. 	<p>well overlooked, safe and secure, with cycle parking facilities and adequate provision for servicing. Further details will be secured through planning conditions.</p>
3.5 (Parking)	<p>Non residential parking will be provided at levels consistent with Annex 4 of the London Plan.</p>	<p>Compliant: It is proposed to provide 92 parking spaces which if anything are at the top range of the parking requirement for an office development in this location. However this is a function of the requirement for a particular number of essential car users, and include an allowance for a number of pool cars.</p>
3.6 (Travel plans and sustainable travel)	<p>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. The Council will require developers to provide electric car recharging points in developments where practical and deliverable. Developers should also consider car sharing schemes and car clubs.</p>	<p>Compliant: The application is supported by a comprehensive transport assessment, the conclusions of which are supported by officers. The proposals include a package of public transport improvements which will benefit Colindale as a whole (including a contribution towards improvements to the tube station).</p> <p>The application demonstrates that high quality pedestrian and cycle routes will be provided that are well overlooked, safe and secure, with cycle parking facilities and adequate provision for servicing. Further details will be secured through planning conditions.</p>
4. Grahame Park Corridor of Change	<p>To achieve the vision for Grahame Park Corridor of Change, development will be expected to:</p> <p>a) promote the relocation of Barnet</p>	<p>Compliant: The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives.</p> <p>The application also includes improvements to</p>

Policy	Content Summary	Extent of Compliance and Comment
	<p>College to a more sustainable sites closer to Colindale Underground station and release the vacated site for housing and a primary school;</p> <p>b) support the ongoing regeneration of Graham Park, its integration with surrounding new development and the existing area and the replacement of its neighbourhood Centre;</p> <p>c) provide for a two form entry primary school on the Barnett College site, possibly for the relocation of an existing school, in liaison with key education stakeholders;</p> <p>d) promote the range of sustainable house types and sizes, including family housing on the remaining part of the Barnett College site to a density level of up to 100dph;</p> <p>e) provide direct, legible, attractive and safe connections to the redeveloped Graham Park estate including the remodelled Graham Park open space, a F Museum and other surrounding areas, including improving the existing pedestrian route (via subway and footbridge) to Pentavia Retail Park and the area beyond;</p> <p>f) support the continued use and expansion of the RAF museum as both an educational, cultural and tourist facility of international repute, with scope for a new iconic building/attraction to reflect the historic aeronautical links with the area; and</p> <p>g) enhance employment and local business development on sites between Graham Parkway and the overground railway to support local jobs and economic opportunities.</p>	<p>contribute towards the transformation of Colindale Avenue into a high quality public realm, with principles secured by the Design Principles Document submitted with the application.</p> <p>The proposed development will support the ongoing regeneration of Graham Park by enhancing employment.</p>
5.1 (Urban design in Colindale)	<p>Colindale will become a transformed distinct place encompassing only the highest quality sustainable urban design, architecture and open spaces within a vibrant, successful and diverse neighbourhood re-integrated with the rest of Barnet's successful city suburbs. Development will incorporate the</p>	<p>Compliant: Officers consider that the proposed development provides an appropriate and quality design approach to the buildings and spaces which form part of the application. The proposal is considered to demonstrate the influence of these policies and compliance with their key objectives where they are relevant.</p>

Policy	Content Summary	Extent of Compliance and Comment
	<p>following urban design principles:</p> <p>a) Character – Colindale will have its own distinct identity as a transformed, dynamic and inspirational place incorporating a range of appropriate densities;</p> <p>b) Continuity and legibility – Colindale will be easy to understand and navigate for residents, workers and visitors;</p> <p>c) public realm – Colindale will have high quality, attractive and successful public spaces and streets;</p> <p>d) Ease of movement – Colindale will be easy to get to and move through incorporating a high quality transport interchange as a gateway to the area from Colindale Avenue;</p> <p>e) Sustainability – Colindale will be a sustainable place which minimises resource consumption;</p> <p>f) Adaptability – Colindale will be a place that can easily respond to changing requirements; and</p> <p>g) Diversity – Colindale will be a place which offers variety and choice.</p>	
5.3 (Building heights)	<p>The height of new buildings in Colindale will take account of accessibility to public transport, shops and services and the height of existing buildings in the vicinity of the proposal site. Guidance on the appropriate height of new buildings is set out in Figure 5.2 and this should be the starting point for development proposals.</p> <p>Taller buildings (in excess of 6 storeys) will only be located in the most sustainable locations which benefit from good access to public transport facilities and shops and services. The area immediately around Colindale Underground station will become the most sustainable location within the AAP.</p> <p>Tall buildings will be of excellent design quality in their own right and should enhance the qualities of its immediate location and wider setting. Proposals should demonstrate that the building is attractive and elegant from all significant</p>	<p>Compliant: The proposal is within an Opportunity Area where tall and large buildings are appropriate in accordance with the policy. The application demonstrates a high level of architectural quality and the ES demonstrates that there will be no unacceptable impacts on the area (including microclimate) and will not affect any strategic views. The DAS conveys a clear rationale for the location, role and heights of and demonstrate that they relate well to the surrounding buildings, urban grain and public realm. Officers conclude that the height of the proposed buildings will enhance the character and legibility of the area, will improve the skyline and are satisfied that the objectives of this policy are met.</p>

Policy	Content Summary	Extent of Compliance and Comment
	views and will act as a positive landmark and help aid legibility and orientation. Developers should have regard to 'Guidance on Tall Buildings' by CABI and English Heritage.	
6.1 (Energy hierarchy)	<p>Development in Colindale will 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. The following hierarchy will be used to assess applications:</p> <ul style="list-style-type: none"> • Using less energy, in particular by adopting sustainable design and construction measures, in accordance with London Plan Policy 4A.3 and the London Borough of Barnet's SPD on Sustainable Design and Construction (June 2007); • Supplying energy efficiently, in particular by prioritising decentralised energy generation, in accordance with London Plan Policy 4A.6 and Policy 6.2 of the AAP to provide a CHP and district heating system; and • Using renewable energy, in accordance with London Plan Policy 4A.7 and the Council's SPD on Sustainable Design and Construction. 	Compliant: The Lanacre Avenue development includes a range of climate change mitigation measures based on the Energy and Sustainability Strategies which have informed the application. The performance standards of the buildings on-site will be maximised in order to reduce carbon dioxide emissions from the development, which is expected to deliver a 35% improvement on Building Regulations Part L 2013 through efficient building fabric and passive design measures. A condition is recommended to this reserved matters application for compliance to be demonstrated. The development is considered to be in accordance with this policy.
6.2 (CHP and district heating system)	All development will be energy-efficient and seek to minimise any wasted heat or power. Development will be required to link in to, and support, a Colindale-wide CHP and district heating system with a central energy centre, likely to be located on the Peel Centre West site. The Council will continue working closely with the GLA and LDA to deliver exemplary levels of sustainability in Colindale.	Compliant: The proposed scheme includes provision for CHP(s). There will be a phased approach to the provision of this network with the potential to connect all plots as future phases are brought forward. The applicant has committed to engaging with the borough to explore the potential to connect to an area wide network should this be provided to the edge of the site.
6.3 (Creating sustainable buildings)	Commercial and community buildings will be required to achieve a BREEAM Excellent rating.	The Lanacre Way development will achieve BREEAM Excellent.
6.4 (Flood risk)	Sites within Flood Zone 1 over 1ha, all sites within Flood Zone 2 and 3 and sites with critical drainage issues require site specific Flood Risk Assessments (FRAs) in accordance with Planning Policy Statement 25. The FRA will have regard	Compliant: The development proposals have been based on a comprehensive flood risk assessment that has been accepted by the Environment Agency. It is considered that the application complies with this policy.

Policy	Content Summary	Extent of Compliance and Comment
	to the Strategic Flood Risk Assessment and the Outline Surface Water Strategy carried out for the AAP. Water efficiency initiatives will be included in all new development.	The Drainage Strategy would result in a significant reduction in surface water runoff. A range of sustainable urban drainage systems are proposed as part of the SUDS strategy to be submitted and approved under conditions.
6.5 (Surface water run-off)	<p>All development will have regard to the drainage hierarchy of the London Plan. Developments will incorporate Sustainable Drainage Systems (SUDS) to manage surface water run-off.</p> <p>As part of the FRA (Policy 6.4), developers will carry out ground investigations to check the suitability of SUDS for infiltration and storage. SUDS schemes focussing entirely upon infiltration will not be acceptable due to the presence of London Clay in Colindale.</p> <p>The following are some good examples of the types of SUDS that can be used in the Colindale area:</p> <ul style="list-style-type: none"> a) Flood storage (retention ponds) b) Permeable paving c) Green roofs d) Rainwater harvesting schemes - water butts installed on new development) <p>The Council will either enter into S106 discussions with the developer relating to the future maintenance of the SUDS or attach relevant planning conditions.</p>	<p>Compliant: The development proposals have been based on a comprehensive flood risk assessment that has been accepted by the Environment Agency. It is considered that the application complies with this policy.</p> <p>The Drainage Strategy would result in a significant reduction in surface water runoff. A range of sustainable urban drainage systems are proposed as part of the SUDS strategy to be submitted and approved under conditions.</p>
6.6 (Waste management)	<p>Waste management infrastructure will be provided to meet the needs of new residents of Colindale and to support national and regional targets. Suitable waste and recycling storage facilities will be provided in all new, mixed-use developments.</p> <p>The North London Waste Plan (which will form part of Barnet's LDF) will identify suitable sites for managing North London's waste. This includes recycling, composting and using waste to produce energy.</p>	Compliant: Conditions have been recommended which require the provision of suitable waste and recycling facilities for the proposed units.
7.5 (Working in Colindale)	Development in Colindale will provide between 500-1000 new jobs on the sites identified in Figure 7.6. Existing and	Compliant: The application demonstrates that a further 1200 direct jobs will be relocated onto the application site and a further direct jobs are likely to

Policy	Content Summary	Extent of Compliance and Comment
	<p>established employment locations on sites other than those identified for redevelopment in the AAP should be retained for employment uses unless it can be demonstrated that sites are genuinely surplus.</p>	<p>be created by. Local employment, skills and training opportunities will be secured via an obligation to enter into Local Employment Agreement.</p>
<p>8.1 (The Council's Powers and Resources in Colindale)</p>	<p>The Council, along with the GLA group, will ensure that their policies and resources promote the implementation of this Plan prioritising Colindale as the Borough's key pilot area for new and innovative infrastructure funding mechanisms and delivery. The AAP provides the development plan framework within which all future planning applications will be determined, and each application will need to demonstrate to the Council and GLA group how the proposed development will help realise the visions and objectives contained within the AAP.</p>	<p>Compliant: The Borough and applicant has worked closely with the Mayor and GLA group throughout the preparation of the policies for the CAAP area, during the pre-application process and in the lead up to the Planning Committee. This engagement process has helped to ensure that the proposals for the Lanacre Avenue development represent the most sustainable form of development and growth for this Brownfield site. The GLA have been involved in negotiations to secure appropriate planning obligations and effective use of CIL.</p>
<p>8.3 (Funding Infrastructure in Colindale and Section 106 Contributions)</p>	<p>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. The pooling of contributions for necessary transport and community infrastructure will be required having regard to the relative priorities for planning obligations for each Corridor of Change. Where necessary, the Council will require an open book approach from developers when discussing and negotiating planning obligations and development viability with the Council.</p>	<p>Compliant: The Borough and applicant has worked closely with the Mayor and GLA group throughout the preparation of the policies for the CAAP area, during the pre-application process and in the lead up to the Planning Committee. This engagement process has helped to ensure that the proposals for the Lanacre Avenue development represent the most sustainable form of development and growth for this Brownfield site. The GLA have been involved in negotiations to secure appropriate planning obligations and effective use of CIL.</p>

Key relevant local and strategic supplementary planning documents

Strategic Supplementary Planning Documents and Guidance:
Accessible London: Achieving an Inclusive Environment (April 2004)
Sustainable Design and Construction (May 2006)
Mayor's Economic Development Strategy,
Employment Action Plan,
Land for Industry and Transport SPG
Shaping Neighbourhoods: Character and Context SPG
Mayor's Transport Strategy
Mayoral Community Infrastructure Levy; Use of planning obligations in the
funding of Crossrail, Mayoral
Community infrastructure levy
Recreation SPG
Planning obligations in the funding of Crossrail and the Mayoral
Community infrastructure levy SPG