

MEETING

STRATEGIC PLANNING COMMITTEE

DATE AND TIME

TUESDAY 1ST JUNE, 2021

AT 7.00 PM

VENUE

HENDON TOWN HALL, THE BURROUGHS, LONDON NW4 4BQ

TO: MEMBERS OF STRATEGIC PLANNING COMMITTEE (Quorum 3)

Membership due to be confirmed at Annual Council on 25 May 2021

You are requested to attend the above meeting for which an agenda is attached.

Andrew Charlwood – Head of Governance

Governance Services contact: StrategicPlanning.Committee@barnet.gov.uk 020 8359 7113

Media Relations Contact: Tristan Garrick 020 8359 2454

ASSURANCE GROUP

ORDER OF BUSINESS

Item No	Title of Report	Pages
1.	Minutes of the last meeting	5 - 8
2.	Absence of Members	
3.	Declarations of Members' disclosable pecuniary interests and other interests	
4.	Report of the Monitoring Officer (if any)	
5.	Addendum (if applicable)	
6.	Douglas Bader Park Estate, London, NW9 - 20/6277/FUL (Hendon)	9 - 64
7.	Colindale Station and 167 - 173 Colindale Avenue And Flats 1- 6 Agar House, Colindale Avenue, NW9 5HJ & 5HR - 21/0909/S73 (Colindale)	65 - 110
8.	Any item(s) that the Chairman decides are urgent	

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Decisions of the Strategic Planning Committee

6 April 2021

Members Present:-

AGENDA ITEM 1

Councillor Melvin Cohen (Vice-Chairman)

Councillor Golnar Bokaei

Councillor Jess Brayne

Councillor Claire Farrier

Councillor Eva Greenspan

Councillor Nagus Narenthira

Councillor Helena Richman (substitute)

Councillor Tim Roberts

Councillor Julian Teare

Councillor Mark Shooter

Councillor Stephen Sowerby

Councillor Laurie Williams

1. MINUTES OF THE LAST MEETING

RESOLVED that the minutes of the meeting held on 1 March 2021, be agreed as a correct record.

2. CHAIRMAN'S INTRODUCTION

Councillor Melvin Cohen noted that the Chairman was not able to attend the meeting and therefore as vice-chairman he would Chair the meeting. He therefore welcomed everyone to the meeting, explaining the procedure and detailing the revised running order, as reflected in these minutes.

3. ABSENCE OF MEMBERS

An apology of absence was received by Councillor Ryde. As a result, Councillor Richman was in attendance as substitute.

4. DECLARATIONS OF MEMBERS' DISCLOSABLE PECUNIARY INTERESTS AND OTHER INTERESTS

None.

5. REPORT OF THE MONITORING OFFICER (IF ANY)

None.

6. ADDENDUM (IF APPLICABLE)

The Committee noted that the addendum had been published and circulated. Items contained within the agenda would be dealt with under individual agenda items.

7. IBSA HOUSE AND FORMER PRINTWORKS

The report and addendum were introduced, and slides presented by the Planning Officer. The Committee received verbal representations in objection from Mr Gerry Temple and Mr Vitaly Kuznetsov. The applicant's agent then provided a response.

Members had the opportunity to question all the speakers and Officers. Following discussion, the Chairman moved to vote on the Officer's recommendation to approve the application, as outlined in the report.

The vote recorded was:

For – 6
Against – 6

As outlined in the Council's Constitution the Chairman used his casting vote to approve the application and therefore it was:

RESOLVED – That the application be approved as outlined in the Officer' report and the addendum to the report.

8. CROWN HONDA

The report and addendum were introduced, and slides presented by the Planning Officer. The Committee received verbal representations in objection from Ward Member Councillor Gill Sargeant. The applicant's agent then gave a response.

Members had the opportunity to question all the speakers and Officers. Following discussion, the Chairman moved to vote on the Officer's recommendation to approve the application, as outlined in the report and with amendments to the wording of condition 6 to ensure that adequate and robust soundproofing is secured in the building if a gym occupies the flexible use floorspace.

The vote recorded was:

For – 7
Against – 5

RESOLVED – That the application be approved as outlined in the Officer' report and the addendum to the report.

9. BRENT CROSS CRICKLEWOOD REGENERATION AREA

The report and addendum were introduced, and slides presented by the Planning Officer. The applicant's agent was in attendance to answer any questions and make comment.

Following discussion, the Chairman moved to vote on the Officer's recommendation to approve the application, as outlined in the report.

The vote recorded was:

For – 12

RESOLVED – That the application be approved as outlined in the Officer' report and the addendum to the report.

10. ANY ITEM(S) THAT THE CHAIRMAN DECIDES ARE URGENT

None.

The meeting finished at 21:15

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LOCATION: Douglas Bader Park Estate, London, NW9.

REFERENCE: 20/6277/FUL

Received: 24 December 2020

AGENDA ITEM 6

Accepted: 15 January 2021

WARD: Colindale

Expiry: 16 April 2021

APPLICANT: Home Group/ Hill

PROPOSAL: Full planning permission for comprehensive phased redevelopment of the site comprising demolition of the existing buildings and re-provision of up to 753 residential dwellings (Use Class C3) in buildings of up to 9 storeys with associated car and cycle parking public and private open spaces ancillary structures, and all other necessary enabling works, roads and services

Application Background and Summary

Douglas Bader Estate is located in Colindale to the north west of the Grahame Park Estate, the redevelopment of which was granted in July 2020, following an earlier Committee resolution in March 2020.

The existing Estate extends to approximately 3.9ha and comprises 271 existing residential units. The units comprise a mix of two and three storey terrace/semi-detached houses and three/four storey flat blocks across four cul-de-sac roads to the west off Clayton Field (Linklea Close, Highlea Close, Brooklea Close and Parklea Close).

Plans for the redevelopment of the Estate have been progressed over the last couple of years, and in accordance with current mayoral policy a residents ballot was held in May 2019. The results of the ballot were as follows:

- **90.5%** of eligible residents voted in the ballot
- **75.4%** of voters voted in favour of the regeneration

The current application planning application reference [20/6277/FUL] has been developed, and follows extensive pre application discussions with existing residents of the estate (both leading up to and following the ballot) along with neighbouring properties and between the applicant and Barnet Council along with pre application discussions with the GLA.

The description of development is as follows:

Full planning permission for comprehensive phased redevelopment of the site comprising demolition of the existing buildings and re-provision of up to 753 residential dwellings (Use Class C3) in buildings of up to 9 storeys with associated car and cycle parking public and private open spaces ancillary structures, and all other necessary enabling works, roads and services

The application is referable due to the mayor of London as the development falls within identified criteria as defined under the Town and Country Planning (Mayor of London) Order 2008.

RECOMMENDATION

Recommendation 1

The application, being one of strategic importance to London, must be referred to the Mayor of London. As such, 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.

Recommendation 2

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

Heads of Terms will be reported in full in the Addendum Report to the Strategic Planning Committee meeting of the 1st June 2020.

Recommendation 3

That subject to Recommendation 1 and upon completion of the agreement specified in Recommendation 2, the Service Director Planning & Building Control or Head of Strategic Planning to approve the planning application reference 19/5493/OUT under delegated powers, subject to the following conditions.

The Committee also grants delegated authority to the Service Director Planning & Building Control or Head of Strategic Planning to make any minor alterations, additions or deletions to the recommended conditions/obligations or reasons for refusal as set out in this report and addendum provided this authority shall be exercised after consultation with the Chairman (or in his absence the Vice-Chairman) of the Committee (who may request that such alterations, additions or deletions be first approved by the Committee).

Conditions

Conditions and Informatives will be reported in full in the Addendum Report to the

1. MATERIAL CONSIDERATIONS

1.1 Key Relevant Planning Policy

Introduction

Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires that development proposals shall be determined in accordance with the development

plan unless material considerations indicate otherwise. In this case the development plan is The London Plan 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.

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.

National Planning Policy Framework

The determination of planning applications is made mindful of Central Government advice and the Local Plan for the area. It is recognised that Local Planning Authorities must determine applications in accordance with the statutory Development Plan, unless material considerations indicate otherwise, and that the planning system does not exist to protect the private interests of one person against another.

The revised National Planning Policy Framework (NPPF) was published on 19th February 2019. This is a key part of the Governments reforms to make the planning system less complex and more accessible, and to promote sustainable growth.

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The NPPF states that 'good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.... being clear about design expectations, and how these will be tested, is essential for achieving this". The NPPF retains a presumption in favour of sustainable development. This applies unless any adverse impacts of a development would 'significantly and demonstrably' outweigh the benefits.

The Mayor's London Plan 2021

The new London Plan which sets out the Mayor's overarching strategic planning framework for the next 20 to 25 years was adopted on the 2nd March 2021 and now supersedes the previous Plan (2016).

The new London Plan policies (arranged by chapter) most relevant to the determination of this application are:

Chapter 1

GG1 Building strong and inclusive communities

GG2 Making the best use of land

GG3 Creating a healthy city

GG4 Delivering the homes Londoners need

GG5 Growing a good economy

GG6 Increasing efficiency and resilience

Chapter 2

Policy SD1 Opportunity Areas

Policy SD3 Growth locations in the Wider South East and beyond

Policy SD10 Strategic and local regeneration

Chapter 3

Policy D1 London's form, character and capacity for growth

Policy D2 Infrastructure requirements for sustainable densities

Policy D3 Optimising site capacity through the design-led approach

Policy D4 Delivering good design

Policy D5 Inclusive design

Policy D6 Housing quality and standards

Policy D7 Accessible housing

Policy D8 Public realm

Policy D9 Tall Buildings

Policy D11 Safety, Security and resilience to emergency

Policy D12 Fire safety

Policy D14 Noise

Chapter 4

Policy H1 Increasing housing supply

Policy H2 Small sites

Policy H3 Meanwhile use as housing

Policy H4 Delivering affordable housing

Policy H5 Threshold approach to applications

Policy H6 Affordable housing tenure

Policy H7 Monitoring of affordable housing

Policy H8 Loss of existing housing and estate redevelopment

Policy H10 Housing size mix

Policy H11 Build to Rent

Chapter 5

Policy S4 Play and informal recreation

Policy S5 Sports and recreation facilities

Chapter 7

Policy HC3 Strategic and Local Views

Policy HC4 London View Management Framework

Chapter 8

Policy G1 Green infrastructure

Policy G4 Open space

Policy G5 Urban greening

Policy G6 Biodiversity and access to nature

Policy G7 Trees and woodlands

Chapter 9

Policy SI 1 Improving air quality

Policy SI 2 Minimising greenhouse gas emissions
Policy SI 3 Energy infrastructure
Policy SI 4 Managing heat risk
Policy SI 5 Water infrastructure
Policy SI 6 Digital connectivity infrastructure
Policy SI 7 Reducing waste and supporting the circular economy
Policy SI 8 Waste capacity and net waste self-sufficiency
Policy SI 12 Flood risk management
Policy SI 13 Sustainable drainage
Policy SI 17 Protecting and enhancing London's waterways

Chapter 10

Policy T1 Strategic approach to transport
Policy T2 Healthy Streets
Policy T3 Transport capacity, connectivity and safeguarding
Policy T4 Assessing and mitigating transport impacts
Policy T5 Cycling
Policy T6 Car parking
Policy T6.1 Residential parking
Policy T6.2 Office parking
Policy T9 Funding transport infrastructure through planning

Chapter 11

Policy DF1 Delivery of the Plan and Planning Obligations

Mayoral Supplementary Guidance

Planning for Equality and Diversity in London (October 2007)

This guidance sets out some of the overarching principles that should guide planning for equality in the London context.

The Mayor's Climate Change Mitigation and Energy Strategy (October 2011)

The strategy seeks to provide cleaner air for London. This strategy focuses on reducing carbon dioxide emissions to mitigate climate change, securing a low carbon energy supply for London and moving London to a thriving low carbon capital.

All London Green Grid (March 2012)

This strategy provides guidance for designing and managing green and open spaces to bring about previously unrealised benefits. In doing so, we aim to encourage boroughs, developers, and communities to collectively increase the delivery of green infrastructure for London.

Play and Informal Recreation (September 2012)

Provides guidance to Local Authorities and development to estimate the potential child yield from a development, and the resulting requirements for play space provision.

Sustainable Design and Construction (April 2014)

The Sustainable Design and Construction (SPG) seeks to design and construct new development in ways that contribute to sustainable development.

The control of dust and emissions during construction and demolition (July 2014)

The aim of this supplementary planning guidance (SPG) is to reduce emissions of dust, PM₁₀ and PM_{2.5} from construction and demolition activities in London.

Accessible London: Achieving an Inclusive Environment (October 2014)

The strategy sets out to provide detailed advice and guidance on the policies in the London Plan in relation to achieving an inclusive environment.

Housing (March 2016)

The housing SPG provides revised guidance on how to implement the housing policies in the London Plan.

Affordable Housing and Viability (August 2017)

Set's out the Mayor's policies for assessing and delivering affordable housing and estate renewal.

Better Homes for Local People The Mayor's Good Practice Guide to Estate Regeneration

Sets out the Mayor's policies for Estate Regeneration.

Relevant Local Plan (2012) Policies

Barnet's Local Plan is made up of a suite of documents including the Core Strategy and Development Management Policies Development Plan Documents (DPD which were both adopted on 11 September 2012. The Local Plan development plan policies of most relevant to the determination of this application are:

Core Strategy (Adopted 2012):

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

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

CS5 (Protecting and enhancing Barnet's character to create high quality places)

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 integrated community facilities and uses+)

CS11 (Improving health and wellbeing in Barnet)

CS13 (Ensuring the efficient use of natural resources)

CS15 (Delivering the Core Strategy)

Development Management Policies (Adopted 2012):

DM01 (Protecting Barnet's character and amenity)

DM04 (Environmental considerations for development)

DM05 (Tall Buildings)

DM14 (New and existing employment space)

DM13 (Community and education uses)

DM16 (Biodiversity)
DM17 (Travel impact and parking standards)

Supplementary Planning Documents and Guidance

The Council has a number of adopted Supplementary Planning Documents (SPDs) which provide detailed guidance that supplements policies in the adopted Local Plan, and sets out how sustainable development will be delivered in Barnet including generic environmental requirements to ensure that new development within Barnet meets sufficiently high environmental and design standards. They are material considerations for the determination of planning applications:

Colindale Area Action Plan 2010

The Colindale Area Action Plan sets out the Council's comprehensive but flexible long term strategy to manage change and deliver high quality sustainable development in Colindale.

Grahame Park Supplementary Planning Document 2016

The Grahame Park SPD provided site specific advice for the development of Stage B of the Grahame Park Estate, which adjoins the Douglas Bader Estate.

Local Supplementary Planning Documents:

Sustainable Design and Construction (April 2013)

Planning Obligations (April 2013)

Barnet's Local Plan (Reg 18) 2020

Barnet's Local Plan -Reg 18 Preferred Approach was approved for consultation on 6th January 2020. The Reg 18 document sets out the Council's preferred policy approach together with draft development proposals for 67 sites. It is Barnet's emerging Local Plan.

The Local Plan 2012 remains the statutory development plan for Barnet until such stage as the replacement plan is adopted and as such applications should continue to be determined in accordance with the 2012 Local Plan, while noting that account needs to be taken of emerging policies and draft site proposals.

1.2 Key Relevant Planning History

The existing residential units were originally granted permission on 22nd March 1972 (ref. W01731AJ) for the erection of 270 dwellings with the necessary roads and services.

A subsequent application was also approved on the 8th November 2004 for Construction of new pitched roofs to existing blocks. Recladding of all elevations. Replacement of stairwell windows. Installation of railings to balconies.

In relation to relevant applications outside the applications site, the most pertinent is the recent approval of the Grahame Park Development which adjoins the south

eastern part of this development. Outline Approval was granted on the 31st July 2020 for the following development:

Hybrid planning application for the demolition of 630 residential units and existing commercial, retail and community floorspace, and the phased redevelopment of Plots 10-12 of Grahame Park comprising a full planning application for the redevelopment of Plot A and an outline planning application for the redevelopment of Plots B to Q for up to 2,088 residential units and up to 5,950sqm (GEA) of flexible non-residential floorspace.

Full planning permission is sought for the demolition of 113 existing homes and the redevelopment of Plot A comprising the erection of 5 buildings between 3 and 11 storeys to provide 209 new homes and 440sqm (GEA) of non-residential floorspace (Use Class A1, A2, A3, B1), landscape, public open space and public realm, associated car parking, cycle spaces and other associated works.

Outline planning permission (scale, layout, landscaping and appearance reserved) for the demolition of 517 existing residential units, buildings and structures on Plots B to Q, and the redevelopment of the site in a series of phases to provide up to 1,879 new homes and up to 5,510sqm (GEA) of non-residential floorspace within classes A1, A2, A3, A4, B1, D1 and D2 including a community centre and childrens day nursery in buildings ranging in height from 3 storeys to 15 storeys, with associated public open space, hard and soft landscaping, public realm, car parking spaces, and cycle parking spaces, stopping up and diversion of Lanacre Avenue and associated works.

1.3 Pre-application Consultation by the Applicant

The applicant has undertaken multiple consultations with both existing residents on the estate as well as the surrounding area including 4 design workshops in 2017 before the ballot to establish residents view on what could be improved on the estate and options thereof. Subsequently a residents ballot was held in May 2019. The turn out for this ballot was 90% and over 75% of residents voted in favour of comprehensive redevelopment of the estate. Subsequent to the ballot further post ballot engagement was carried out, although this was to some extent affected by the Covid 19 pandemic and two virtual exhibitions were held, and leaflets and telephone surveys were also carried out. In relation to the wider community two wider virtual exhibitions were held prior to the submission of the planning application.

The applicant has also undertaken extensive pre application discussions with the London Borough of Barnet and the GLA as well as other local key stake holders including ward councillors.

1.4 Public Consultations by the Council and Views Expressed

Public Consultation

1384 local residents were consulted on the planning application by letter on

15.01.2021. The application was advertised in the local press on 19.01.2021 and site notices were put up on site on 21.01.2021. The consultation process carried out for this application is considered to be appropriate for a development of this nature. The extent of consultation exceeded the requirements of national planning legislation and the Council's own adopted policy.

Public Representations

As a result of the consultation, a total of 56 responses have been received, of which 39 were in opposition to the scheme including a petition signed by 19 residents of Birch Green, 3 neither supporting or opposing the scheme and 14 in favour.

The comments received from members of the public have been summarised as follows:

Summary of main points raised by members of the public in objecting to the scheme.

Existing estate has good community which will be broken up.

Existing residents living in houses offered flats in new development which is not like for like.

Poor appearance of estate is because repairs stopped in last couple of years

Provision of mostly flats doesn't take lessons of covid into account.

Quantity of development increased significantly since Ballot

Proposal would add to overcrowding in Colindale

Homes and gardens destroyed to build luxury flats

Potentially residents will have to be double decanted. Resident in question disabled and elderly with mobility needs and need a single permanent move, with appropriate car parking space adjacent to dwelling, not accounted for in proposed redevelopment.

Moving from a house and garden to a high rise flat not desired

753 dwellings represent significant increase over existing estate of 271 homes.

Proposal will cause loss of light to neighbouring properties.

Proposal will cause overlooking of neighbouring properties

Proposal would not provide additional affordable housing only private housing;

Impact on local infrastructure i.e. schools, parks, doctor's etc as a result of increased population.

Proposed flats out of scale and character with surrounding properties which are generally low rise terraced properties.

Proposal would affect birds and other wildlife'

Increased light and noise pollution as a result of the development;

Insufficient car parking at present around Grahame Park, proposal would make this situation worse and even harder to find car parking space.

Insufficient car parking proposed for new dwellings which will add to local problems pollution, traffic, people and even crime.

Height of development at 9 storeys excessive;

Vulnerable people should not be housed in high rise dwellings

Colindale tube station overcrowded as well as buses development will add to this.

Need more greenspace and infrastructure for children rather than more development.

Sociologist should have been consulted as more high flats of lower income families will add to problems on the estate.

Applicant has other properties in the borough with flammable cladding should remove this before starting new projects;

Applicant has previously built substandard dwellings!

Road safety implications as a result of increased development

Need to invest in infrastructure in Colindale to support all the development

Proposal will add to the over development of Colindale

Proposed

is a risk to safety due to potential overcrowding, light and noise pollution.

No guarantee existing residents will be rehoused potentially losing key workers from the area.

Proposed uncertainty in relation to being redevelopment and rehousing when already stressed due to covid pandemic.

Proposal will result in the loss of many existing trees on the site.

Existing residents will not get sufficient parking spaces on redevelopment site

Feel applicant has misled residents!

Existing estate green and pleasant, development will destroy this;

Consideration should be given to neighbouring residents in relation to available parking spaces, light, air pollution, street litter, anti-social behaviour, green spaces, trees, Wifi connection, infra structure, health service, schools, community centres, shops etc.

Summary of main points raised by members of the public neither in support or opposition to the scheme.

Query whether planning permission has been issued for the scheme

Query over how disabled mother's housing needs will be taken into account

Concern that family will be split apart when rehoused i.e. grandmother in one property and son and their children in another, when both are carers to each other.

Summary of main points raised by members of the public in support of the scheme.

Will enable resident to get accommodation that suits their needs including provision for special needs child.

Area in desperate need of vast improvement to housing, public open spaces, area's for children and improvement of ASB, and this development will help deliver it.

Proposal will allow this development to be on a par visually with other parts of Grahame Park which have been developed.

Security problems with existing estate design;

The regeneration 100% needs to proceed.

I write to confirm my support of the regeneration of Douglas Bader Park.

Current flats are old and decrepit. Cramped, suffer with mould, terrible to heat in winter and not economic at all.

New build desperately needed.

No cladding will be used (contrary to some objection comments) and residents consulted on brick types;

The plans look good, larger properties, better street layout, and good use of space. I can't wait to move in!

Current property overcrowded will get new property which meets their housing needs;

Problem of drug addicts outside existing properties which proposal will help solve.
Proposed new estate looks good and will enhance the area.

Officer Comment

All of the above representations have been taken into account in the officer assessment below.

Elected Representatives.

No comments received from these bodies

Consultation responses from neighbouring associations other non-statutory bodies.

No comments received from these bodies.

Consultation Responses from Statutory Consultees

Greater London Authority (GLA)

**Strategic planning application stage 1 referral
Town & Country Planning Act 1990 (as amended); Greater London Authority Acts 1999 and 2007; Town & Country Planning (Mayor of London) Order 2008.**

The proposal

Estate regeneration comprising the comprehensive phased redevelopment to construct up to 753 residential homes (40% affordable) in buildings of up to 9 storeys, with associated car and cycle parking, public and private open spaces ancillary structures, and all other necessary enabling works, roads and services.

The applicant

The applicant is Home Hill LLP and the architect is Levitt Bernstein.

Strategic issues summary

Principle of estate regeneration: The application would ensure the like for like replacement of existing social rent accommodation, with an overall net increase in low cost rented floorspace and would comply with the Mayor's key principles for estate regeneration. A ballot has been undertaken in which 75% of residents voting supported the proposal (paragraphs 17 to 31).

Housing and affordable housing: 40% affordable housing by habitable room is proposed (in gross terms), comprised of social rent and London Affordable Rent units, with social rent proposed for existing residents exercising their Right to Return. The phasing and decant process proposed is supported and should be secured. Affordability levels should be clarified and secured. Further discussion is required on the applicant's FVA is to determine whether the scheme is providing the maximum viable amount of affordable housing. Early and late stage viability review mechanisms are required (paragraphs 32 to 40).

Urban design and heritage: The design, layout, height, massing, density and residential and architectural quality of the scheme is supported and would achieve a high standard of urban design. No impact on heritage assets has been identified (paragraphs 41 to 58). Climate change: The energy, drainage, tree retention and urban greening strategies are generally acceptable. However, further urban greening through green roofs should be incorporated alongside solar panels (paragraph 59 to 65).

Transport: Car parking and cycle parking complies with the London Plan 2021 standards. A further reduction in car parking is encouraged. Further discussion is required on the applicant's trip generation and mode share assessment. A financial contribution towards Colindale Station and enhanced bus services should be secured, as well as public realm improvements (66 to 76).

Recommendation

That Barnet Council be advised that, whilst the scheme is broadly supported, the application does not fully comply with the London Plan, for the reasons set out in paragraph 80 of this report; however, the possible remedies set out in that paragraph could address these deficiencies.

Conclusion

80 London Plan 2021 policies on estate regeneration, housing supply, housing and affordable housing, play space, urban design, climate change, trees, urban greening and transport are relevant to this application. The proposals are broadly supported but do not fully comply with the London Plan 2021, as set out below:

- **Principle of estate regeneration:** The application would ensure the like for like replacement of existing social rent accommodation, with an overall net increase in low cost rented floorspace and would comply with the Mayor's key principles for estate regeneration as set out in the London Plan 2021 and GPGER. A ballot has been undertaken in which 75% of residents voting supported the proposals.
- **Housing and affordable housing:** 40% affordable housing by habitable room is proposed (in gross terms), comprised of social rent and London Affordable Rent units, with social rent proposed for existing residents exercising their Right to Return. The phasing and decant process proposed is supported and should be secured. Affordability levels should be clarified and secured. Further discussion is required on the applicant's FVA is to determine whether the scheme is providing the maximum viable amount of affordable housing. Early and late stage viability review mechanisms are required.
- **Urban design and heritage:** The design, layout, height, massing, density and residential and architectural quality of the scheme is supported and would achieve a high standard of urban design. No impact on heritage assets is identified.
- **Climate change:** The energy, drainage, tree retention and urban greening strategies are generally acceptable. However, further urban greening through green roofs should be incorporated alongside solar panels.

• **Transport:** Car parking and cycle parking complies with the London Plan 2021 standards. A further reduction in car parking is encouraged, Further discussion is required on the applicant’s trip generation and mode share assessment. A financial contribution towards Colindale Station and enhanced bus services should be secured, as well as public realm improvements. Car parking and cycle parking complies with the London Plan 2021. The submission and approval of a final delivery and servicing plan and construction logistics plans should be secured by condition. A Framework Travel Plan has been submitted. The applicant should further enhance measures to promote cycling. The final Travel Plan shall be secured by Section 106 agreement.

Transport for London (TfL)

We have now considered the comments from Mike Savage of Arup in relations to trip rates, mode share and bus capacity.

The trip generation and mode share estimate in the TA has taken into account of existing affordable/ social housing residents to be re-housed into the proposal as well as private residential units which provides the majority of the additional units over and above the existing quantum.

While TfL accepts that assumption that there will be no significant change to mode share by existing residents to be re-housed; however travel behaviour from the new private residential units residents are expected to be significant different from the existing residents, thanks for restrained parking provision on site, as well as that that future demographic will be more likened to other developments in the area such as Colindale Gardens. It is worthwhile to note that over 80% of the proposed units are smaller size 1-2 beds units. I also note that there is no plan for significant increase in employment space in the local area, as more existing industrial/ office space are be re-developed into housing in the Colindale/ Hendon area; that’s mean majority of new residents would have to commute to work outside the local area in future.

As such, TfL has reviewed the mode share estimate to reflect this and the below table based on the net trip generation considered to be more robust than the original estimate set out in Table 43 of the submitted TA.

Revised Net Trip Generation

MODE	Trips (AM)	Proportion (%)	Trip PM	Proportion %
Tube	55	24%	38	20%
Train	20	9%	13	7%
Bus	47	21%	35	18%
Taxi	3	1%	3	2%
M/c	2	1%	2	1%
Car Driver	35	15%	42	22%
Car Pax	12	5%	14	7%

Bike	8	4%	2	1%
On Foot	41	18%	36	19%
LGV	3	1%	7	4%
OGV	0	0%	0	0%
Total	226	100%	192	100%

You may noted that the newly adjust mode share has increase the mode share of Tube/ train, buses, reduce car and car passengers trips; but somehow also lower the proportion of walking trips, this is due to the increase proportion of people requiring to commute further afield for employment purposes beyond normal walking distances; which some of these trips have been transferred to PT modes.

Underground Mode

There is a significant difference on the Rail/ Tube mode forecasted between this proposal and the Stage 3 Colindale Garden proposal which I referred in previous correspondence. In light of reasons discussed above, it is in TfL's opinion that the proposal in question is highly likely attract more rail/ tube commuters than for Grahame Park development, but lower than Colindale Gardens; the lack of significant of increase of employment space locally also mean workers would have to commute some distance to work. As such, it would be appropriate to consider that the proportion of Underground mode share would to increase to 24% and rail to 9%

On the basis of that 93 additional Underground trip would be generated from the development, TfL would seeking a proportional contribution of £52,540 (index linked) toward Colindale Underground Station in line with the agreed methodology already adopted for other developments in the Colindale AAP area, this is based on additional number of trips generated. The station caters for 5,230 (2017) weekday AM and PM peak only trips. This is forecast to increase to 8,770 by 2041. The current forecast uplift is 3,540.

The development is forecast to generate 93 LU peak trips (2.6% of this uplift), assuming a funding requirement of around £2m work using the 2.6% of trips figure against the £2m.

2017 – 5,230 [weekday AM and PM peak hour only]

2041 – 8,770 [weekday AM and PM peak hour only]

Number of overall trips – 3,540

From this site = 93 daily journeys [weekday AM and PM peak hour only]

% of the 2041 increase = 2.6%

Funding gap = £2m

Contribution could be 2.6% of £2m = £52,540

Bus Trip and contribution

On bus trips, it is noted that the Table 44 in the TA includes the assignment of only 20% of the Underground trip to buses as a connecting trip with the remaining 80%

will be on foot between the tube station and the proposal. TfL does not agree with this proportion for this reasons:

1. The distance between Colindale Station and the most southern end of the proposal is already over 960m, the usual catchment area for tube station, with the shortest walking route of 1.3km.
2. The environment of the walking routes are not particular friendly, especially in darker hours.
3. There is no shelter en-routes between the proposal and Colindale Station for shielding from adverse weather.
4. Waiting time for buses can be mitigated by passengers using Live bus timing app to reduce waiting time.

Therefore, it is more prudent to consider that at least 35% of the tube passengers would use the local buses for connecting trip, despite there may be some congestion en-route. This means at least 19 tube passengers will join the 47 bus passengers to travel on local bus services, which equates to a total of 66 passengers.

As such, TfL would seek a financial contribution toward local bus service improvement based on the proportion of bus occupation $66/75$ (capacity for 1 double decker bus) x £97.5K (annual run cost) x 5 years = **£429,000**

In conclusion, TfL seeks a financial contribution of £52,450 (index linked) toward Colindale Station Improvement, and a sum of £429,000 (index linked) toward mitigating bus service capacity impact from the proposal.

Officer Comment:

The comments from TfL are noted, a contribution towards bus services would however only be justified if this money was used towards an enhancement of bus services i.e. funding an additional bus service on the route in order to address capacity issues caused by the increase in passenger numbers. Further clarification will be sought as part of the Stage 2 referral process.

Thames Water (TW)

Waste Comments

Thames Water would advise that with regard to SURFACE WATER network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.

Thames Water would advise that with regard to FOUL WATER sewerage network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.

There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.

<https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>.

Water Comments

With regard to water supply, this comes within the area covered by the Affinity Water Company. For your information the address to write to is - Affinity Water Company The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333.

Affinity Water

Thank you for consulting us on the above applications. Regeneration will likely mean a number of changes to our services here and we would as that the developer engages with our Developer Services section as soon as possible. This can be done through the My Developments Portal (<https://affinitywater.custhelp.com/>) or aw_developerservices@custhelp.com.

You may be aware that water efficiency measures are also required by the Building Regulations. The building regulations set a specific water use standard that is appropriate for all new development proposals. Part G2 of the Regulations requires a maximum of 110 litres per person per day in an areas designated as water stressed areas **where a condition that the dwelling should meet the optimum requirement is imposed as part of the process of granting planning permission.**

If you are minded to approve the Application, it is essential that a water efficiency condition is imposed on the development. It is important that the details are finalised as soon as possible, and before works commence on-site. An example of the condition we request is imposed is provided below:

Prior to works commencing on site, details of how the development will incorporate a mix of rainwater and greywater harvesting, and water efficient fixtures, fittings and landscaping to achieve compliance with the target of 110/litres/person/day must be submitted to the Local Planning Authority for approval. The development will be constructed in accordance with the approved details and maintained in perpetuity.

Reason: To improve that the additional dwellings do not adversely affect the ability to supply water to the area as a whole, and ensure the meet the definition of sustainable development with regard to the efficient use of water, as required by the National Planning Policy Framework and Part G2 of the Building Regulations.

Metropolitan Police Crime Prevention Design Advisor

Thanks for inviting comments from the MPS in respect of this application.

In summary, I do not object to this application but as per my comments, would respectfully request your consideration to include a planning condition for the development to achieve SBD accreditation. This would appear achievable from the plans submitted.

Internal Consultation responses

Urban Design

No objections raised detailed comments incorporated in officer report below.

Transport and Regeneration

No Objections raised subject to the attachment of appropriate conditions. Detailed comments incorporated in officer report below.

Waste and Recycling

Street Scene Operations approve of the waste strategy for this application.

Affordable Housing

We are in conversation with Home Group about this, but please keep us involved in the all the planning conversations.

Green Spaces

No objections raised subject to the inclusion of the following S106 obligation.

Section 106 obligation as follows; Parks and Open Spaces Contribution means the sum of £50,640.46 Index Linked towards the improvement and enhancement of Heybourne Park within the London Borough of Barnet as identified by the Parks and Open Spaces Officers or such other appropriate officer to be allocated between any or all of the following objectives in such proportions as the Council in its absolute discretion considers appropriate(a) Provision of drainage to playing pitches and grounds of amenity land(b) Buildings and fencing improvement within Parks and Open Spaces(c)Project Management Consultation for improvements(d) Improvements to sports courts(e) Improvements to children's play area(f) Safety in parks including soft and hard landscape improvements(g) Disability access improvements

Environmental Health

No Objections raised subject to the attachment of appropriate conditions regarding construction method extraction, noise mitigation, air quality and contamination.

Trees and Landscape

Detailed comments provided regarding tree protection and proposed landscaping. Comments incorporated in officer comments below. Concerns expressed regarding loss of trees. Compensation for the removal of trees under the ownership of the Council needs to be made. The CAVAT values of which are valued at £46,584.

Ecology

We are satisfied that the evidence provided by the applicant is sufficient to address potential impacts and implications on statutory and non-statutory designated sites relating to nature conservation.

Recommendations made in relation to conditions, protection of protected species and biodiversity enhancement measures.

Capita Drainage (Lead Local Flood Authority)

Consider that the applicant has provided an appropriate flood risk assessment and an appropriate surface water management strategy. Applicant encouraged to consider greater ground level attenuation utilising blue/ green landscaping.

2. DESCRIPTION OF THE SITE, SURROUNDINGS AND PROPOSAL

2.1 Site Description and Surroundings

Douglas Bader Estate is located in Colindale to the north west of the Grahame Park Estate, the redevelopment of which was granted in July 2020, following an earlier Committee resolution in March 2020.

The existing Estate extends to approximately 3.9ha and comprises 271 existing residential units. The units comprise a mix of two and three storey terrace/semi-detached houses and three/four storey flat blocks across four cul-de-sac roads to the west off Clayton Field (Linklea Close, Highlea Close, Brooklea Close and Parklea Close). The estate includes four small open spaces surrounded by the residential properties with a number of trees across the site.

.In terms of the surrounding area, the site is bounded by:

- To the north by The Orion Primary School, Woodcroft Park and two-storey terraced and semi-detached residential dwellings;
- To the east by the Grahame Park Estate which has been granted hybrid planning permission (ref. 19/5493/OUT) for 2,088 residential units and 5,950 flexible non-residential floorspace;
- To the south by Heybourne Park and the Grahame Park Youth Centre; and
- To the west by predominantly two to three storey residential terraced dwellings and Barnet Burnt Oak Leisure Centre.

In relation to the wider area the site is located within a predominantly residential area in Colindale. It is situated approximately 1km north of Colindale Underground Station, 1km east of Burnt Oak Underground Station and 1km south of Mill Hill Broadway National Rail Station. Whilst not directly accessible from this location, the M1 Motorway is situated 360m to the east.

2.2 Description of the Proposed Development

The Proposed Development is as follows:

'Full planning permission for comprehensive phased redevelopment of the site comprising demolition of the existing buildings and re-provision of up to 753 residential dwellings (Use Class C3) in buildings of up to 9 storeys with associated car and cycle parking public and private open spaces ancillary structures, and all other necessary enabling works, roads and services'

In terms of a more expanded description of the application proposals, the proposed development comprises:

- Demolition of all existing buildings;
- The re-provision of 753 new high quality residential units including flat blocks, maisonettes and houses;
- Re-provision of the existing 271 affordable units with 272 new affordable units on a like for like basis in terms of tenure and floorspace, based on assessed need;
- A comprehensive landscaping strategy, including a series of new public and private open spaces; • 386 car parking spaces, including 74 (10%) disabled parking spaces; and
- 1,502 cycle parking spaces.

The redevelopment of the site will be phased for construction purposes to allow for the appropriate decant and housing of Home Group's customers. Each phase of the development will include the following:

- **Phase 1** comprises the demolition of 40 units and the construction of 38 units and associated works. All 38 properties provided in of Phase 1 will be affordable housing.
- **Phase 2** comprises the demolition of 105 units and construction of 391 units and associated works. A total of 128 properties in Phase 2 will be affordable and 263 will be private.
- **Phase 3** comprises the demolition of 126 units and construction of 324 units and associated works. A total of 106 properties in Phase 3 will be affordable and 218 will be private.

3. PLANNING CONSIDERATIONS

3.1 Environmental Impact Assessment (EIA)

The Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2017 (hereafter referred to as 'the EIA Regulations') requires that for certain planning applications, an Environmental Impact Assessment (EIA) must be undertaken.

The term EIA is used to describe the procedure that must be followed for certain projects before they can be granted planning consent. The procedure is designed to draw together an assessment of the likely environmental effects (alongside economic and social factors) resulting from a proposed development. These are reported in a document called an Environmental Statement (ES).

The process ensures that the importance of the predicted effects, and the scope for reducing them, are properly understood by the public and the local planning authority before it makes its decision. This allows environmental factors to be given due weight when assessing and determining planning applications.

The Regulations apply to two separate lists of development project. Schedule 1 development for which the carrying out of an Environmental Impact Assessment (EIA) is mandatory and Schedule 2 development which require the carrying out of an EIA if the particular project is considered likely to give rise to significant effects on the environment. The proposed development does not fall within Schedule 1 of the regulations.

The development which is the subject of the application comprises development within column 1 of Schedule 2 of the Regulations. The development is deemed to fall within the description of Infrastructure projects and more specifically urban development projects (paragraph 10(b)).

As a development falling within the description of an urban development project, the relevant threshold and criteria in column 2 of Schedule 2 of the Regulations is that the area of development exceeds 5 hectares or 150 residential units.

Screening for EIA development

Unlike schedule 1, not all schedule 2 development require the submission of an environmental statement, however all such applications need an assessment to be made concerning whether the development in question constitutes EIA development.

A Screening Opinion (ref. 20/2240/ESR) was submitted to LBB on 18th May 2020 for the demolition of buildings within the red line boundary, maximum of 760 residential units, maximum building heights of nine storeys and associated landscaping and infrastructure. The LPA confirmed on 4th September 2020 that the proposals do not constitute EIA development and therefore no Environmental Statement is required as part of this application.

In reaching this decision account was taken of the lack of sensitive site characteristics and guidance contained within the NPPG in respect of urban development projects, the site area of the proposed development is less than 5 hectares. As such the characteristics of the potential impacts from the development were not considered to be significant environmental effects in the sense intended by the Regulations and could be suitably assessed through the submission of technical documents and mitigated through the imposition of suitable conditions and planning obligations.

3.2 Principle of Development

Principle of the redevelopment of the existing housing estate

Guidance on the regeneration of housing estates is contained within Policy H8 of the new London Plan. This policy advises that the loss of existing housing should be replaced by new housing at existing or higher densities with at least the equivalent level of overall floorspace. Before considering the demolition and replacement of affordable homes consideration should be given to alternative options first and should balance the potential benefits of demolition and rebuilding against the wider social and environmental impacts. Demolition of affordable housing, including where it is part of an estate redevelopment programme, should

not be permitted unless it is replaced by an equivalent amount of affordable housing floorspace. Affordable housing that is replacing social rent housing must be provided as social rent housing where it is facilitating a right of return for existing tenants. Replacement affordable housing should be integrated into the development to ensure mixed and inclusive communities. All development proposals that include the demolition and replacement of affordable housing are required to follow the Viability Tested Route and should seek to provide an uplift in affordable housing in addition to the replacement affordable housing floorspace with the aim of ensuring that the maximum viable amount of affordable housing is delivered.

The supporting text of Policy H8 further advises that It is important that existing homes of all tenures are well-maintained and are of good quality as these will continue to house the majority of Londoners. However, the redevelopment and intensification of London's existing housing has played, and will continue to play, an important role in the evolution of London. The benefits of development proposals that involve the demolition and replacement of existing homes should be balanced against any potential harm

The Mayor's Good Practice Guide to Estate Regeneration (2018) provides detailed guidance for assessing appropriate approaches to estate regeneration. In particular, only once the objectives of an estate regeneration scheme have been formulated in consultation with residents. Included in this is a requirement that all such schemes which are accessing Mayoral funding for schemes involving demolition conduct a ballot of residents.

As mentioned above a residents ballot of existing residents was carried out in May 2019 with the results of the ballot as follows:

- **90.5%** of eligible residents voted in the ballot
- **75.4%** of voters voted in favour of the regeneration

Overall the redevelopment of the Douglas Bader Estate is considered in accordance with policy H8 of the London Plan 2021 as well as inline with Council's Policies contained within Barnet's Core Strategy along with Supplementary Planning Guidance contained within the Colindale Area Action Plan and the Grahame Park SPD.

Housing

The National Planning Policy Framework (NPPF) states that planning law requires applications for planning permission to be determined in accordance with the development plan, unless material considerations indicate otherwise. Development that that accords with an up-to-date Local Plan should be approved.

The new London Plan 2021 recognises the pressing need for more homes in London and seeks to increase housing supply to in order to promote opportunity and provide real choice for all Londoners in ways that meet their needs at a price they can afford. The previous London Plan (2016) had set an annual monitoring target of 2,349 homes for Barnet between 2015-2025, with a minimum provision of 23,489 over the same 10 year period. In the new London Plan 2021, the 10 year target for 2019/20 – 2028/29 is 23,640 for Barnet.

Barnet Local Plan documents also recognise the need to increase housing supply. Policies CS1 and CS3 of the Barnet Core Strategy expect developments proposing new housing to protect and enhance the character and quality of the area and to optimise housing density to reflect local context, public transport accessibility and the provision of social infrastructure.

Policy CS3 'Distribution of growth in meeting housing aspirations' identifies Colindale as one of the three main areas (the other two being Brent Cross and Mill Hill East) for providing the bulk of the housing requires for the borough, with Colindale providing an anticipated 8,120 homes up to 2025/2026, as part of a borough wide requirement for 28,000 additional homes over a 15 year time period. It is noted that this target has subsequently been increased as a result of changes in the London Plan as noted above.

The Colindale Area AAP while not specifically mentioning this site does include it within the site boundary of the AAP and is adjacent to the Grahame Park Way Corridor of Change.

On a generic basis the APP advises that:

'Colindale will be a major focus for the creation of new homes, jobs, a new 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.'

The current regeneration proposals for Douglas Bader Estate aim to transform the estate into a 753 home mixed tenure neighbourhood. The Estate is adjacent to the Colindale Regeneration Area (Grahame Park Way Corridor of Change) as set out in the Colindale Area Action Plan.

It is considered that the current redevelopment proposal accords with the abovementioned policies for an intensive, residential development which is intended to positively transform the site and the area with its uses including residential, and open space provision, as well as its design and the associated improved relationships to and connectivity with the surrounding area.

Specific aspects of the development principles of this proposal are discussed in more detail below.

Housing Density

Chapter 11 of the National Planning Framework (Revised 2019) (NPPF) states that:

Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or 'brownfield' land.

This strategic objective to optimise redevelopment opportunities within sustainable locations is reinforced within the London Plan 2021.

The previous London Plan (2016) set out a density matrix which served as guidance for appropriate densities in different locations and with varying levels of accessibility. However, the new London Plan 2021 takes a less prescriptive approach stating inter alia, that the density of a development should result from a design-led approach to determine the capacity of the site. This should consider site context, its connectivity and accessibility by walking and cycling, existing and planned public transport (including PTAL) and the capacity of surrounding infrastructure. Policy D3 goes on to state that proposed residential development that does not demonstrably optimise the housing density of the site in accordance with this policy could be refused.

The density of the proposed development would equate to 193 units per hectare or 747 hr/ha. The 2021 London Plan advises that where higher densities (exceeding 350 units per hectare) are proposed this is subject to additional design scrutiny (Policy D2). Policies D1, D1A and D1B of the 2021 London Plan place a great emphasis on a design-led approach being taken to optimising the development capacity of a particular site and to make the best use of land, whilst also considering the range of factors set out in the preceding paragraph.

In this case, the application has been subject to a design-led approach to optimise the potential of the site with cognisance of the factors outlined above. Whilst full assessment is set out within the relevant sections of this report, in all respects officers consider that the scheme delivers a high-quality development which fully justifies an increased density. The application was subject to a robust pre-application process with the LPA, and officers are clear that the scheme represents a high quality of design

Several responses have been received through the consultation exercise objecting to the application on the basis of the excessive density, particularly in light of the cumulative impact other developments in the Colindale area. In this respect, it is appropriate that the density of the scheme is assessed on its own merits in accordance with the preceding paragraphs of this report. In terms of the cumulative impact of the development with other emerging schemes; the manifestation of the cumulative impacts are assessed within the relevant sections of this report. The impacts of the development are mitigated as necessary through the S106 agreement along with Cil payments.

3.3 Housing Quality

A high quality built environment, including high quality housing in support of the needs of occupiers and the community is part of the 'sustainable development' imperative of the NPPF. It is also implicit in the new London Plan 2021. It is also a relevant consideration in Barnet Core Strategy Policies CSNPPF, CS1, CS4, and CS5 Development Management DPD policies DM01, DM02 and DM03 as well as the Barnet Sustainable Design and Construction SPD, Residential Design Guidance SPD and CAAP policy 5.2.

Unit mix

Development plan policies require proposals to provide an appropriate range of dwelling sizes and types, taking account of the housing requirements of different groups to address housing need (London Plan Policy 3.8, and Barnet Development Management Policies DPD policy DM08). The Council's Local Plan documents (Core Strategy and Development Management Policies DPD) identify 3 and 4 bedroom units as the highest priority types of market housing for the borough. Although, this should not be interpreted as implying that there is not a need for a full range of unit sizes.

The existing housing on the estate consists of the following unit mix.

Table 7.1: Existing Housing Mix

Housing Size	Housing Tenure		Total %
	Affordable Rent	Social Rent	
Studio	0	32	11.8%
1 Bed	9	34	15.9%
2 Bed	17	102	43.9%
3 Bed	0	29	10.7%
4 Bed	0	48	17.7%
Total	26	245	100%

The proposed development proposes the following unit mix across the application site:

Table 6.2: Sitewide Proposed Housing Mix

Unit Size	Number of Units	% of Total
1 bed	251	33.33%
2 bed	406	53.92%
3 bed	52	6.91%
4 bed	33	4.38%
5 bed	8	1.06%
6 bed	3	0.40%
Total	753	100%

In terms of dwellings types which constitute family accommodation provision, the London Housing Design Guide classifies family housing as all units upwards of 2 bedroom 3 person units.

Overall it is considered that the proposal proposes an appropriate split in housing type to address housing preference and need in accordance with the abovementioned policies. It is also noted that many of the unit typologies proposed are as a result of detailed housing needs surveys carried out in relation to existing residents.

Affordable Housing

London Plan 2021 policy H10 seeks to resist the demolition of affordable housing unless it is replaced by an equivalent amount of affordable housing floorspace, affordable housing floorspace re-provided on a like for like basis and integrated into the development to ensure mixed and inclusive communities. All estate regeneration schemes involving the demolition and replacement of affordable housing are required to follow the Viability Tested route and should seek to provide a net uplift in affordable housing in addition to minimum requirement for replacement affordable housing floorspace.

Additional guidance is provided in the Mayor's Good Practice Guide to Estate Regeneration (adopted February 2018) which require regeneration schemes to achieve the following objectives:

- like for like replacement of existing affordable housing floorspace
- an increase in affordable housing
- full rights of return for any social housing tenants
- fair deal for leaseholders/freeholders
- full and transparent consultation and involvement.

In relation to affordable housing split GLA policies allow for a minimum of 30% rented accommodation, 30% intermediate and 40% at the discretion of London Borough's as such GLA policy would allow up to 70% rented or 70% intermediate at the discretion of the borough.

The Barnet Core Strategy (policy CS4) seeks a borough wide target of 40% affordable homes on sites capable of accommodating ten or more dwellings with a tenure split of 60% social rented and 40% intermediate housing.

The development comprises a total minimum affordable housing provision of 271 units which equates to just over 40% affordable housing provision when calculated on a habitable room basis as set out in the accommodation schedule below.

Table 7.2: Proposed Affordable Housing Mix

Unit Size	Number of Units	% of Total Units
1bed	80	29.41%
2bed	96	35.29%
3bed	52	19.12%

4bed	33	12.13%
5bed	8	2.94%
6bed	3	1.10%
Total	272	100%

In relation to floorspace, the following table included in the GLA's stage 2 response compares the proposed versus the existing floorspace and habitable rooms of proposed social/LAR units in the proposed scheme as opposed to the existing estate.

Table 2 – like for like replacement of low cost rent accommodation (social re

	Existing	Proposed	Net change
Floorspace (sq.m.) GIA	22,761	27,329	+4,568
Habitable rooms	831	1,162	+331
Units	271	272	+1

As can be seen from the above, while there is no change in the amount of affordable housing units, there is a significant uplift in both habitable rooms and floorspace in comparison to the existing estate and effectively the proposed private units are paying for the improvements in the accommodation of existing residents. The GLA accept that the current proposals and advises in their stage 1 comments that they consider that the proposals comply with GLA policy for Estate regeneration. It is also noted that any consent would be subject to the inclusion of viability review clauses and any additional profits would need to be fed back into the delivery of additional affordable housing should this become viable.

In relation to Barnet's policies in terms of the quantity of affordable housing provided, the development clearly exceeds the minimum level of 40% required by Barnet Policy. In relation to affordable housing, the split does not strictly accord with Barnet's policies providing approximately 100% affordable rented. However, Barnet's housing team have confirmed that the proposed unit mix is acceptable in this instance, due to the like for like re-provision of socially rented units, the provision of over 40% affordable housing, the viability of the scheme and placemaking in developing a mixed and balanced community in Douglas Bader

The overarching aim of redevelopment proposals within the wider area which date back nearly 20 years is that redevelopment proposals should tackle perceived existing problems with estates and ensuring that estate regeneration should transform estates into vibrant, safe and mixed and balanced communities, which it is considered that the current proposals achieve. The proposals accord with Local and London Plan Policy and accord with the requirements of the Planning Delivery

Agreement and adopted supplementary planning policy including the CAAP.

Floorspace standards

Housing standards are set out in the Nationally Described Space Standards (NDSS), London Plan Policy D6 and London Housing SPG and Barnet's Sustainable Design and Construction SPD.

All the dwellings in the within the development meet the minimum standards as demonstrated in the applicant's supporting documents in relation to the unit and room sizes as such the proposal is fully in accordance with the above policies.

Dual Aspect Units

The scheme proposes 49% dual aspect units and all of the family sized houses and flats would be either dual or triple aspect. Single aspect units account for 51% of the homes proposed. The vast majority of these would face east or west, with acceptable outlooks facing onto the green spine, internal streets, squares, communal courtyard spaces and Clayton Fields and as such are considered acceptable in this instance.

In relation to north facing single aspect units these have generally been designed out of the scheme with the exception of 4 single aspect units within Block 2A which is private tenure. Given that the proposal involves the provision of 753 dwellings and given the need for the development to form an appropriate urban form, this level of north facing units is considered acceptable and it is considered that the scheme has maximised the provision of dual aspect units within the scheme.

Lifetime Homes and wheelchair housing standards

Barnet Local Plan policy DM02 requires development proposals to meet the highest standards of accessible and inclusive design, whilst policy DM02 sets out further specific considerations. All units should comply with Lifetime Homes Standards (LTHS) with 10% wheelchair home compliance, as per London Plan policy 3.8.

London Plan Policy D7 (Accessible Housing) require 90% of units to meet M4 (2) (accessible and adaptable) and 10% to meet M4 (3) wheelchair standards

In respect of LTHS, while this legislation has been abolished the applicant advises in their application submission that all units will be built to either M4 (2) or M4 (3) standards which have replaced LTHS.

In respects of wheelchair housing, the applicant has advised that 10% of all units will be built to wheelchair standards which is in accordance with this policy.

Amenity space

Barnet's Sustainable Design and Construction SPD Table 2.3 sets the minimum standards for outdoor amenity space provision in new residential developments. For both houses and flats, kitchens over 13sq.m are counted as a habitable room and

habitable rooms over 20sq.m are counted as two habitable rooms for the purposes of calculating amenity space requirements.

Table 2.3: Outdoor Amenity Space Requirements	Development Scale
For Flats: • 5 m ² of space per habitable room.	Minor, Major and Large scale
For Houses: • 40 m ² of space for up to four habitable rooms • 55 m ² of space for up to five habitable rooms • 70 m ² of space for up to six habitable rooms • 85 m ² of space for up to seven or more habitable rooms	Minor, Major and Large scale
Development proposals will not normally be permitted if it compromises the minimum outdoor amenity space standards.	Householder

The

Mayor’s housing SPG sets out a requirement of 5 sq.m of private amenity space for 1 and 2 person dwellings with a further 1 sq.m per additional person.

All of the proposed dwellings will have access to outdoor space that complies or exceeds the LBB and Mayoral Standards through the provision of balconies and roof terraces and in relation to the proposed houses private residential gardens.

Playspace and Open Space

Open Space

London Plan Policy G1 (Green Infrastructure) requires that proposals should incorporate appropriate elements of green infrastructure that are integrated into London’s wider green infrastructure network. Policy G4 (Open Space) also requires that where possible development proposals should create areas of publicly accessible open space. When there is a loss of open space the equivalent or better-quality open space should be provided in the locality. Policy G5 (Urban Greening) states that major development should contribute to the greening of London by including urban greening as a fundamental element of site and building design, and by incorporating measures such as high-quality landscaping (including trees), green roofs, green walls and nature-based sustainable drainage. The Mayor recommends an Urban Greening Factor target score of 0.4 for developments that are predominantly residential.

Barnet’s Core Strategy (Map 10), as well as Barnet’s Parks and Open Spaces Strategy 2016-2026, identifies areas with a deficiency of open space. The application site does not fall within such an area. Similarly reflecting the existing level of provision, the explanatory text to CAAP Policy 5.5 notes that whilst the provision of recreational open space with the development is supported, the CAAP proposes:

“a lower level of on-site provision which reflects the metropolitan location and the existing provision of open space in the Borough and the surrounding area,

particularly the existing local parks such as Montrose Park and Grahame Park and those slightly further afield including significant Green Belt and MOL”.

Development Management Policy DM15 protects existing open space from development, except in exceptional circumstances where the following can be satisfied:

- “a. The development proposal is a small scale ancillary use which supports the use of the open space or*
- b. Equivalent or better quality open space provision can be made.”*

The policy goes on to note that *“Any exception will need to ensure that it does not create further public open space deficiency and has no significant impact on biodiversity.”*

As Douglas Bader is not an identified area of open space deficiency, the quantity standards for new open space provision do not apply. However, the Colindale Area Action Plan (CAAP) sets out the Colindale-wide open space policy and advises that development in Colindale should help to create a high quality sustainable and attractive environment, improve the amount and quality of open space and enhance biodiversity in the area, addressing local issues of deficiency and meeting the needs of new residents, families and visitors.

The proposed masterplan of the estate incorporates significant landscaped elements which are integral to the design of the scheme. has been prepared with the landscaping strategy at its heart and provides a series of public and private open spaces, which have been designed to respond to the needs of all future residents. This include a range of private communal and public open spaces, alongside playspace and improvements to the Green Spine, these are summarised below:

Private Communal Space

A series of private courtyards are provided across the masterplan, which will act as private amenity space for the residents of the blocks associated with them. These amenity spaces are tenure blind and will be accessible by all inhabitants of the blocks in question. . Roof terraces are also provided on a number of the proposed blocks, which will provide additional private amenity space.

Public Open Space

The proposed development also includes a series of public open spaces which will be available to all Residents and members of the public. These spaces include the 'Urban Square' 6.120. This includes the Urban Square, which comprises pedestrian orientated open space designed as a central hub for the development. Green links, north / south and east / west all lead towards the Urban Square ensuring it is the focal point and acts as the heart of the estate for its residents. Central to the design of the courtyard is a feature play area. Set back from the ground floor properties, towards the centre of the courtyard, the play area will act as a key node for the residents. This is complemented by a large undulating lawn, to ensure that the courtyard provides opportunities for all ages to relax and play. The square is

surrounded by two focal buildings, which are designed to frame the square and create an outdoor room for gathering.

A second square, known as the 'Neighbourhood Gardens', is located at the north of the masterplan amongst the fine grained, lower scale housing. Play equipment for younger children is framed by planting, with seats located to allow parents and carers to sit, watch and meet. The square is designed to act as a transition from the green spine through to Clayton Field.

In addition to the two main squares, a series of green links are provided across the masterplan, which create new east west pedestrian routes between the estate and the green spine. These significant green spaces provide informal play areas as part of doorstep play route and contribute to the site's ecology and biodiversity networks.

Green Spine Improvements

The application also upgrade the green spine, located directly to the west of the site outside of the planning application boundary, as part of this planning application. Indicative plans have been submitted as part of the Design and Access Statement identifying how the spaces can be improved to provide a high quality park for future residents of the estate including new paths, landscaping and play equipment. These plans have been discussed with the Council's Green Spaces Team who are supportive of the proposals which will be secured by S106 agreement.

Urban Greening

The proposed development includes a comprehensive landscaping strategy, which includes a range of urban greening measures are proposed including, swales, rain gardens, flower rich perennial planting, tree planting, lawns within communal and rear gardens, permeable paving, green roofs and boundary landscaping adjacent to blocks. When calculated on the site area alone, the proposed strategy provides an Urban Greening score of 0.207. However, the site benefits from the adjacent green spine, which will be enhanced as part of this application through a planning obligation. Accordingly, when the Green Spine is included within the calculation a score of 0.325 is achieved. While this represents a shortfall against the target score set out in the London Plan 2021. It is noted that the GLA in their Stage 1 response conclude that in relation to the public realm, the provision of urban greening has been maximised but that consideration should be given to mix green roofs with solar panels. These matters will be addressed by the proposed conditions covering matters such as green roof details and landscaping.

Overall the level of public open space, being delivered and enabled to be delivered as a result of the development is considered appropriate meeting London Plan and Barnet Policy in terms of providing significant improvements to the quality of open space within Colindale.

Playspace

London Plan Policy S4 requires housing development to make provisions for play and informal recreation based on child yield, referring to the Mayor's SPG Shaping Neighbourhoods: Play and Informal Recreation 2012.

London Borough of Barnet Core Strategy Policy CS7 requires improved access to children's play space from all developments that increase demand, and Policy DM02 requires development to demonstrate compliance with the London Plan.

The applicant has developed a comprehensive playspace strategy as part of the planning application which includes not only formal playspace in the two public squares but also a series of informal play spaces across the green links through the site.

The play space requirement for the site has been calculated using the GLA, Child Yield and Play Space calculator. This estimates a child yield of 462.9 for the site, which equates to a playspace requirement of 4,629sqm. The play strategy has focused the on-site playspace provision on the younger age groups (0-4 and 5-11 year olds), in line with the Mayor's Play and Informal Recreation SPG. This follows the principle that younger age groups are less willing or able to travel greater distances to playspace.

Doorstep play space requirements for children aged 0 to 4 would be met on site through the provision of private gardens serving residential houses, as well as play space provision within communal courtyards and further publicly accessible play space provision located within the neighbourhood gardens square to the north and east-west green links into the green spine. Play provision for children aged 5 to 11 would be accommodated within the urban square and green spine, with further provision for children aged 12+ located within the green spine. No provision has been made for the needs of older children aged 16-17 on the site on the grounds that there are several parks within easy walking distance for this age group.

There is some disagreement between the applicant's assessment of the quantity of play space proposed and the Council's Green Spaces team, principally due to the applicant including private residential gardens as part of the 0-4 playspace provision. As such the applicant considers that the scheme proposes 4,707 sq.m of playspace against a target of 4,629 sq.m while the Green Spaces have advised that the scheme results in a shortage of 269.82 sq.m based on the following calculation.

Play Calculations – PTAL Rating 2-3						
	Market & Inter (No; Children)	Social (No; children)	Total (No; children)	Required Provision (m2)	Scheme Provision (m2)	Shortfall in Provision (m2)
Age 0-4	109.27	119.30	228.57	2,285.70	1,937.00	348.70
Age 5-11	69.14	98.54	167.69	1,676.85	2,065.00	-388.15
Age 12-15	11.57	54.80	66.37	663.68	705.00	-41.32
Age 16 & 17	6.11	28.95	35.06	350.59	0.00	350.59
TOTAL	196.09	301.59	497.68	4,976.82	4,707.00	269.82

In order to address this shortfall the Council's Greenspaces team have suggested that a contribution of £50,640.46 Index Linked towards the improvement and enhancement of Heybourne Park located to the south of the site, which is partly funded by the Grahame Park consent although additional funding is required to deliver all of the identified improvements.

Subject to the applicant entering into a S106 to make this payment, the proposed play space provision is considered acceptable and will result in satisfactory play

provision being made for all ages.

3.4 Design

The National Planning Policy Framework (revised, 2019) makes it clear that good design is indivisible from good planning and a key element in achieving sustainable development. This document states that permission should be refused for development which is of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions. It identifies that good design involves integrating development into the natural, built and historic environment and also points out that although visual appearance and the architecture of buildings are important factors; securing high quality design goes beyond aesthetic considerations.

The London Plan 2021 policy D1B requires development to respond to the existing character of a place by identifying the special and valued features and characteristics that are unique to the locality and be of high quality, with architecture that pays attention to detail, and gives consideration to the use of attractive, robust materials which weather and mature well. Policy D2 (Delivering good design) requires masterplans and design codes to help bring forward development and ensure it delivers high quality design.

Policy CS5 of Barnet Council's policy framework seeks to ensure that all development in Barnet respects local context and distinctive local character, creating places and buildings of high quality design. In this regard policy CS5 is clear in mandating that new development should improve the quality of buildings, landscaping and the street environment and in turn enhance the experience of Barnet for residents, workers and visitors alike. Policy DM01 also requires that all developments should seek to ensure a high standard of urban and architectural design for all new development and high quality design, demonstrating high levels of environmental awareness of their location by way of character, scale, mass, height and pattern of surrounding buildings, spaces and streets. Proposals should preserve or enhance local character and respect the appearance. Policy DM03 seeks to create a positive and inclusive environment that also encourages high quality distinctive developments. The above policies form the basis for the assessment on design.

Masterplan Concept

As mentioned above policies in the London Plan 2021 as well as Barent's local plan policies apply to the design and layout of development and set out a range of urban design principles relating to the quality of public realm, the provision of convenient, welcoming and legible movement routes and the importance of designing out crime by optimising the permeability of sites, maximising the provision of active frontages and minimising inactive frontages.

The proposed masterplan layout is consolidated and arranged and framed by the green spine and Clayton Field along the eastern and western edges respectively, with a linear form of development along these two edges. This is complimented with east- west routes running across the site allowing pedestrian and cycling

permeability and a series of urban spaces of differing building typologies set around the proposed roads and footpaths and the two public squares proposed in the northern and central parts of the site. The majority of the car parking particularly on the southern part of the site is below ground in the form of a podium level car park and car parking in the northern part of the site is well designed and interspersed with landscaped features.

Active frontages are proposed throughout the scheme at ground floor level, with houses, maisonettes and flats provided with front door entrances facing onto the street alongside communal core entrances. Landscaped front boundaries and set-back areas are proposed serving ground floor units to clearly demarcate public and private space and ensure privacy. Where inactive frontages are unavoidable due to the layout constraints, this has been appropriately minimised and mitigated by ensuring overlooking from the other side of the street or by providing corner units facing directly onto the street. Landscaping has also been used to compliment this process and do avoid dead frontages when this is unavoidable. In particular the interface with the Green Spine is significantly improved over the current layout in which the estate effectively backs onto the Green spine either in the form of fences or garages or with opening doors which open directly onto the green space with no interspersed defensible space. The proposed design proposes a series of mansion blocks facing directly the Green Spine with landscaping being used to create defensible space immediately to the front of the units i.e. through swales, bridges and other landscaping.

Overall it is considered that the masterplan principles which have been drawn up by the project architects have the potential to significantly enhance the character and appearance of the Douglas Bader Park Estate and will help to integrate better into the surrounding areas and providing a good quality design for inhabitants of the redeveloped estate.

Height, bulk, scale and massing

As mentioned above the proposed built form of the site comprises a series of perimeter blocks and development zones organised around a network of streets and public spaces. The bulk, scale and massing of individual blocks varies to account for the area of the site in which they are located and the scale of the spaces that they frame or relate to. This provides variation in character, visual interest, identity, place and way-finding across the masterplan.

The proposed buildings are predominately 'low to mid-rise' ranging from between 3-9 storeys in height with the lower rise buildings predominately being located in the northern part of the site and higher densities in the south, with predominately mid rise 6-7 storey scale along both perimeters of the site with some accents of height at chosen nodes along the Green Spine to the west of the site.

Tall buildings assessment

Barnet Core Strategy defines tall buildings as buildings of 8 storeys or 26m and states that they may be appropriate in strategic locations subject to detailed assessment criteria.

Policy D9 of the London Plan 2021 state that tall buildings should be part of a planned and design-led approach, incorporating the highest standard of architecture and materials and should contribute to improving the legibility and permeability of an area, with active ground floor uses provided to ensure such buildings form an appropriate relationship with the surrounding public realm. Tall buildings should not have an unacceptably harmful impact on their surroundings in terms of their visual, functional, environmental and cumulative impacts, including wind, overshadowing, glare, strategic and local views and heritage assets. Policy D9 states that tall buildings should only be developed in locations that are identified as suitable in development plans.

Local Development Plan Policy DM05 'Tall Buildings' further advises that:

'Tall buildings outside the strategic locations identified in the Core Strategy will not be considered acceptable. Proposals for tall buildings will need to demonstrate:

- 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.

Proposals for redevelopment or refurbishment of existing tall buildings will be required to make a positive contribution to the townscape.'

The site is within an Opportunity Area where the LP considers the principle of tall buildings to be acceptable. Over the past 10 years there has been an increased focus on delivering new neighbourhoods within Colindale comprising large scale developments with tall buildings. There has been a significant uplift in the height of new buildings, in the surrounding area, with the granting of planning permission for buildings with more than 25 storeys at Colindale Gardens, and including up to 29 storeys at Colindale Underground station. The recently granted planning consent for Grahame Park to the south east of the site ranger predominately between 7 and 12 storeys in height with some taller elements at 13-15 storeys.

The application site is not specifically included in a tall building area although the immediately adjoining Grahame Park Area of Change is, it is noted that emerging local policy CDH04 defines the entirety of the Colindale Growth (Opportunity) Area as an appropriate location for Tall Buildings. While this is of limited material planning weight it demonstrate the direction of policy in this location and is consistent with other recent decisions in other parts of Opportunity Area where 'Tall buildings' been consented outside the designated locations identified in the Colindale AAP.

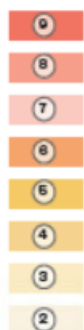
As can be seen from the diagram below building heights within the proposed scheme range from 2 to 9 storeys, and can more accurately be referred to as low-medium rise rather than high rise in the context of other development in Colindale. Building heights in Phase 1 to the north comprise of predominately two and three

storey terraced houses in response to the surrounding suburban character, which is predominantly two and three storeys in this location.

Phases 2 and 3 to the south includes buildings ranging in height from 4 to 9 storeys. The massing of blocks to the south is also varied to provide visual interest with taller elements located to mark key corners and movement routes, including enclosing the urban square and fronting the green spine. The heights of blocks on Clayton Field and to the far south of the site increase from 6 to 8 and 9 Storeys which is similar to the consented heights in Stages A and B of the recently consented Grahame Park development on the opposite side of Heybourne Crescent and also backs onto the rear of Violet Court which is a 6 storey crescent shaped building facing onto Heybourne Park delivered as part of one of the earlier stages of the Grahame Park development.



Heights Key

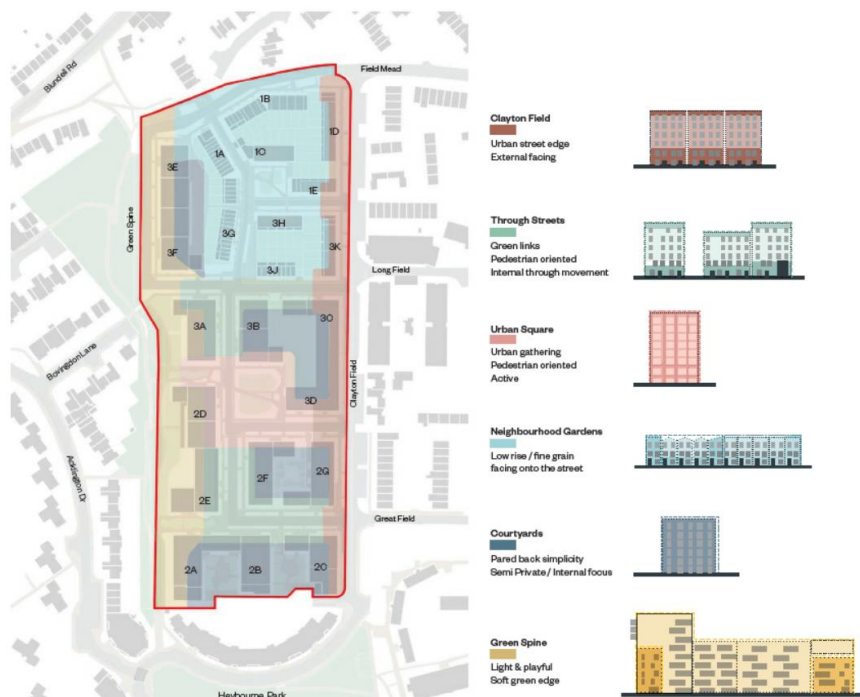


Overall, it is considered that the proposed heights are acceptable taking into account the emerging site context, the sit and the design led approach of the scheme with height being limited to key focal points officers consider the height proposed to be acceptable, being relatively modest in proportions and using height

as focal point in key locations and providing strong edges to the site's periphery. As such it is not considered that the proposal would be detrimental to the character or visual amenity of the surrounding area. The potential wind and microclimate impacts of the scheme have been assessed and the impact on daylight and sunlight which is discussed elsewhere in the report is considered at acceptable levels. The proposal is therefore considered broadly in accordance with London Plan Policy D9 and policy DM05 of Barnet's local plan.

Character and appearance

The submitted Design and Access Statement breaks down the design of the scheme into several differing but connected character areas as illustrated by the diagram below. The character areas are not only defined by their urban form but also by their materiality with three different brick types being used to contextually respond to the site's surroundings. This is predominantly through the use of red brick to along the Clayton Field and to the north of the site to relate to the surrounding context. A light grey brick is used along the Green Spine ties in with the housing estate to the west, with contrasting colours used in specific key locations of height. The Neighbourhood Gardens and Urban Square, although very different in character, are linked by light brick being the predominant building material. The metal work on features such as balconies also differs between character areas with four different metal work colours being used to complement the selected bricks and to add variation and definition to the different character areas.



The proposed character areas and chosen materials are considered appropriate in their context and it is considered that the proposed detailed appearance is in compliance with Council Policy representing a high quality of development.

Fire Safety

London policy D12 (Fire safety) requires all development proposals to achieve the highest standards of fire safety and comply with a number of criteria set out in the policy, including: identifying outside space for fire appliances to be positioned on; appropriate fire alarm systems; suitable and convenient means of escape; evacuation strategies for all users; and the provision of suitable access and equipment for firefighting. All major development proposals should be submitted with a Fire Statement, which is an independent fire strategy, produced by a third party suitably qualified assessor to address all of the requirements set out in the policy.

A fire statement has been prepared by a third party suitably qualified assessor which details the range of fire safety measures in terms of fire detection and control, means of evacuation, the content of which has been assessed by both the Council and the GLA and considered acceptable.

As such it is considered that the proposal is in full compliance with the new draft London Plan Policy D12 in this regard. A condition will also be attached to ensure its satisfactory implications.

Safety, security and crime mitigation

Pursuant to London Plan policy D11 (Safety, Security and resilience to emergency) and Barnet Core Strategy policy CS12, the scheme is considered to enhance safety and security and mitigate the potential of crime over and above the existing estate.

The inclusion of defensible space within the development to help demarcate and protect areas directly outside of homes (maisonettes, flats etc) for residents to help control is a really positive aspect of this design in contrast to the existing estate where the boundaries between public and private were often blurred. Pathways and roads which permeate the development are also well placed allowing natural surveillance. All areas of public open space such as the Urban Square and Neighbourhood Gardens are fronted by residential properties and are well overlooking. The apartments facing onto the Green Spine also maintain a strong interface onto the space allowing natural surveillance of this area while also providing defensible space at ground floor level in contrast to the existing units in this location which sort of accidentally back onto the Green Spine and have experienced problems of ASB as a result..

The Metropolitan Police were consulted on this application and did not raise any objections, but requested a condition is attached to ensure that the development secures secured by design accreditation. A condition is attached to this effect requiring the applicant to demonstrate compliance with secured by design principles.

Conservation and Archaeology

The preservation and enhancement of heritage assets is one of the 12 core principles of the NPPF. It is a statutory obligation of the Planning (Listed Buildings and Conservation Areas) Act 1990 to consider the special architectural and historical interest as well as the setting of listed buildings as well as the character

and appearance of conservation areas. Saved PPS5 'Planning and the Historic Environment' provides guidance regarding consideration of designated and non-designated heritage assets. In addition, London Plan policy HC1 and Barnet Core Strategy CS5 and DM06 variously require the consideration of the impact to heritage assets including listed buildings, conservation areas and archaeology.

The site does not include any listed buildings and is not located within a conservation area. The Watling Estate Conservation Area is located to the north and comprises a large expanse of inter-war housing built by London County Council during the 'homes for heroes' building programme which followed the First World War. The application supporting documents advise that the proposed scheme would not impact or cause any harm to the setting of the Watling Estate Conservation Area nearby conservation area, due to stepping down in the height and massing of the proposal on the northern part which is closest to the conservation area.

In respect of archaeology, the application is not located in an area of archaeological interest and involves a previously developed site. English Heritage Archaeology were consulted on the proposal but have not provided any comments. It is noted that the response on the adjoining Grahame Park Development advised that the site is unlikely to have a significant effect on heritage assets of archaeological interest and no further investigation is required.

3.5 Amenities of Neighbouring and Future Residents

Privacy, overlooking and outlook

The Barnet Residential Design Guidance SPD states there should be a minimum distance of about 21 metres between properties with facing windows to habitable rooms to avoid overlooking, and 10.5 metres to a neighbouring garden or flank wall. Shorter distances may be acceptable between new build properties where there are material justifications.

Privacy and separation to surrounding sites

All of the proposed buildings are located over 21m from facing neighbouring residential properties are also located over 10.5m from the angled corner return of Violet Court which is the only neighbouring residential property which directly abuts the development. It is also noted that in the majority of cases neighbouring properties are separated from the development site either in the form of a road on the eastern and northern sides of the development or a park on the eastern side.

Privacy and separation within the site

In relation to buildings within the site, all of the proposed apartment buildings have large central amenity areas, resulting in all properties achieving a minimum distance separation of over 21m between windowed elevations this accords with Council Policy.

Noise and general disturbance

No significant new or cumulative operational noise impacts are identified for neighbours as a consequence of the proposed development. Whilst there is an increase in the intensity of use of the site, the use is consistent with the residential character of the wider area.

In considering the potential impact to neighbours, conditions are recommended to ensuring that any plant or machinery associated with the development achieves required noise levels for residential environment. The council's environmental health team have recommended appropriately worded conditions for noise reporting and impact mitigation, extract and ventilation equipment and plant noise. It should be noted that any excessive or unreasonable noise is covered by the Environmental Protection Act 1990.

Air quality

In respect of air pollution, no significant impacts are identified by the council's environmental Health Team. The applicant has submitted an Air Quality Assessment in support of the application demonstrating that residents will not be exposed to poor air quality. Suitable Conditions are attached regarding ventilation and the submission of details of proposed plant and equipment.

In respect of traffic and parking impacts on air quality, the levels of parking are controlled and the travel plans which will be secured as part of planning obligations will encourage transport by other modes. In respect of the design, the scheme contributed towards overall reductions in CO2 production, having regard to energy and sustainability policies.

Wind and Microclimate

The applicant has submitted a wind and microclimate assessment with their application. This assessment shows that the proposal would not result in major impact as a result of the development. There are no safety failings due to wind and all pedestrian areas are suitable for all uses including sitting during summer months. While the assessment showed that some points would not be suitable for siting during winter months, this could be addressed by the incorporation of mitigation measures if required.

Daylight and Sunlight

The application proposals are accompanied by a daylight/sunlight and overshadowing assessment. The Daylight and sunlight assessment assess the impact of both the proposals on neighbouring residential properties and also internally in relation to the proposed properties.

In relation to the assessment, the following properties were assessed

1-10 Pixton;
1-4 Rankin;
1-24 Rapide;
1-6 Vallore;

1-2 Vernier;
 1-3 Vickers;
 1-6 Wellesley;
 7-9 Wardell Close;
 28 Wardell Close;
 29 Wardell Close;
 13 Cranfield Drive;
 4a-4b Bovingdon Lane;
 4c-4d Bovingdon Lane;
 5-9 Bovingdon Lane;
 1-4 Acklington Drive;
 5-12 Acklington Drive;
 13 Acklington Drive;
 14 Acklington Drive;
 15 Acklington Drive;
 15a Acklington Drive;
 1-47 Butterfly Court;
 1-77 Violet Court; and
 Grahame Park Plot A (detailed consented but not yet built)

In relation to the proposed masterplan. The following table shows the impact on windows of surrounding properties.

VSC			NSL		APSH	
Windows Assessed	Meeting Default BRE Recommendations	Retaining in Excess of 15%VSC	Rooms Assessed	Meeting Default BRE Recommendations	Rooms Assessed	Meeting Default BRE Recommendations
633	317 (50%)	551 (88%)	510	376 (74%)	83	83 (100%)

A fuller assessment is contained in the assessment in relation to each individual blocks, in relation to the majority of fails, the shortfall is marginal with either the retained VSC levels being close to the ideal standard of 27% VSC or the amount of change not being significantly greater than the 20% guidelines contained within the BRE guidance. In addition to this the detailed assessment identifies many of the rooms as either being secondary windows to the rooms in questions or non habitable rooms or bedrooms where lower levels of daylight are acceptable. In many cases daylight levels are also obstructed by existing features on the properties such as balconies resulting in a lower VSC score.

In relation to sunlight all of the surrounding properties comply with the BRE guidelines and will not receive any significant reductions. Overshadowing was also not identified as a problem for neighbouring residents.

The BRE guidelines explain that the BRE guidelines are not mandatory and that the guide should not be seen as an instrument of planning policy; its aim to help rather than constrain the designer. Although it gives numerical guidelines, these should be interpreted flexibly since natural lighting is only one of many factors in site layout design. In special circumstance the developer or planning authority may wish to use different target values. For example, in a historic city centre, or in an area with modern high rise buildings, a higher degree of obstruction may be unavoidable if new developments are to match the height and proportions of existing buildings.

This flexibility is reflected in the Mayor’s Housing SPD which advises as follows:

‘An appropriate degree of flexibility needs to be applied when using BRE Guidelines to assess the daylight and sunlight impacts of new development on surrounding properties, as well as within new developments themselves. Guidelines should be applied sensitively to higher density development, especially in opportunity areas, town centres, large sites and accessible locations, where BRE advice suggests considering the use of alternative targets. This should take into account local circumstances; the need to optimise housing capacity; and scope for the character and form of an area to change over time.’

It is considered that these factors apply in the current scheme, with the application involving the regeneration of the Douglas Bader Park Estate, the site’s location within the wider Colindale regeneration area and the adopted SPD guidelines for the site. As such on balance taking into account the regeneration benefits of the scheme the placemaking improvements, and the delivery of a significant amount of affordable housing it is considered that the daylight and sunlight impacts to these adjoining properties is acceptable in this instance. It is noted that any planning decision does not affect any future ‘right to light’ claim through which the owners of affected properties can seek financial compensation from the developer.

Internal Residents

The applicant has also carried out an assessment of the likely internal daylight levels within the detailed element of the proposal. In this assessment only the ground floor units were assessed on the grounds that this represented a worse case scenario. This assessment showed the following outcomes.

	LIVING AREAS			BEDROOMS		
	ADF	NSL	APSH	ADF	NSL	APSH
ROOMS ASSESSED	152	152	85	248	248	117
MEETING DEFAULT RECOMMENDATION	87(117)	98	26	199	127	44
PERCENTAGE	57.24% (77%)	64.5%	30.6%	80.2%	51.2%	37.6%

It is noted that as the above assessment only considered ground floor windows the overall percentage of compliance would be higher than the above table indicates. The Daylight and sunlight report also advises that if an alternative target of 1.5%ADF is accepted as is normally for tight knit urban settings than the ADF compliance rate rises to 117 i.e. 77%. It is also noted that all of the developments incorporate balconies to provide amenity space which has the effect of lowering light levels and overall the level of daylight to future residential properties is considered of an acceptable level.

In relation to the sunlight the report also finds that 8 out of the 9 amenity spaces receive the recommended amount of daylight as measured on the spring equinox with the other amenity space marginally failing. All of the amenity spaces comply when taken on the summer solstice around the time of year when these outdoor spaces are most likely to be in use. Overall it is concluded that the levels of sunlight are within acceptable levels.

3.6 Transport, highways and parking

TRIP GENERATION & IMPACT

The proposed development is forecast to generate 628 and 519 all mode two-way trips during the AM and PM peak hour periods respectively. With net additional trips forecast to be 225 and 194 all mode two-way trips during the AM and PM peak hour periods respectively. The trip generation methodology and assumptions were discussed in detail during the pre-application stages and no issues are raised in relation to this.

The proposed development is forecast to generate 628 and 519 all mode two-way trips during the AM and PM peak hour periods respectively. With net additional trips forecast to be 225 and 194 all mode two-way trips during the AM and PM peak hour periods respectively. The trip generation methodology and assumptions were discussed in detail during the pre-application stages and no issues are raised in relation to this.

The Transport Assessment anticipates that there shall be negligible impact on the public transport network as a result of the development. Comments are sought from both TfL and National Rail in respect to the potential impacts on bus, tube and rail networks as a result of the proposed development and if there would be any requirements for ameliorative measures.

PUBLIC TRANSPORT

The site has a Public Transport Accessibility Level (PTAL) of between 1b and 2 (on a scale of 0 to 6b, where 0 represents the lowest accessibility level and 6b represents the highest). There are currently 3 bus routes serve the nearest bus stop on Quaker Course which is approximately 280 metres to the south-east of the site, although these routes and stops will alter in the future as a result of changes in the highway layout arising from the Grahame Park approval. The nearest London Underground Station is Colindale station, which is approximately 1.3km south, Burnt

Oak Station is approximately 1.6km west, both stations are served by frequent Northern line services. Mill Hill Broadway National Rail Station is approximately 1.6km north-east, can be reached by local bus service and is served by regular Thameslink rail services.

In terms of modal shift breakdown, the transport assessment estimates the following modal shift as a result of the development:

MODE	Trips (AM)	Proportion (%)	Trip PM	Proportion %
Tube	55	24%	38	20%
Train	20	9%	13	7%
Bus	47	21%	35	18%
Taxi	3	1%	3	2%
M/c	2	1%	2	1%
Car Driver	35	15%	42	22%
Car Pax	12	5%	14	7%
Bike	8	4%	2	1%
On Foot	41	18%	36	19%
LGV	3	1%	7	4%
OGV	0	0%	0	0%
Total	226	100%	192	100%

Transport for London are broadly in agreement with the above breakdown, however they consider that approximately 19 of passengers counted towards the tube trips would use the bus to get to the tube station and as such suggest the number of bus trips should increase to 66 in morning movements.

As a result of this TfL is seeking a planning contribution of £52,540 towards the funding gap for the delivery of Colindale Station and £429,000 towards improvements to bus services. While the Council is broadly supportive of improvements to public transport services, clarification will be sought that the contributions particularly the bus contribution is used for identifiable improvements to the service.

PARKING (CAR, CYCLE, DISABLED, VISITORS)

Residential Parking

The application proposes to provide 386 car parking spaces at a ratio of 0.51 spaces per unit for the whole development. Of this, 215 spaces are to be allocated to the 481 private dwellings (ratio of 0.45) and 171 spaces are to be allocated to the 271 affordable dwellings (ratio of 0.63).

Taking into account the principles / compliance of both national, regional and local policy as well as site specific characteristics and re-provision requirements, the LB

Barnet Transport team have raised no objections to the level of car parking provision proposed subject to the following:

- Satisfactorily clarification and re-provision of existing Estate demand / agreed expectations;
- Satisfactorily provision of sustainable transport and active travel measures / improvements / Travel Plan;
- Review / reinforcement of the CPZ and residents of the development being exempt from applying for an on-street resident permit.

The provision of disabled car parking spaces (74 spaces, 10% of dwellings) and active / passive electric vehicle charging points accords with policy and is accepted. Provision of disabled parking spaces and electric vehicle charging points in accordance with the London Plan should be conditioned.

The site is currently located within a CPZ. However, the hours of control do not cover the general peak periods of residential parking demand. Therefore, there is concern that the proposed development with low on-site car parking provision would have potential for overspill parking onto the surrounding road network resulting a negative impact on the local amenity.

It is considered that the proposed development should help enable a review / expansion of the CPZ scheme in order to address the above concerns. This issue has been discussed with the LB Barnet Parking Team who have confirmed that the surrounding area is planned to be reviewed and they have requested a financial contribution of £40,000 towards the CPZ review / upgrade (secured via s106 agreement).

The provision of Car Club facilities within the internal on-street spaces should be considered.

Cycle Parking

The total provision of long / short stay cycle parking proposed is in accordance with the London Plan / Publication London Plan and is accepted. The proposed provision is as follows:

- Phase 1: 88 cycle spaces
- Phase 2: 768 cycle spaces
- Phase 3: 646 cycle spaces
- Total Development: 1,502 cycle spaces

Details of cycle parking provision / facilities which should be in accordance with the London Plan and London Cycle Design Standards will be secured by condition.

ACCESS

Vehicular access will continue to be provided via Clayton Field. Two low speed looped streets will be provided within the site, along with more minor access routes running north-south. The looped streets will be 6m in width, providing sufficient space for two vehicles to pass each other and avoid the need for vehicles to reverse

when accessing the site. These main routes will also provide access to the proposed car parking areas.

The minor access routes are proposed to be narrower in width, reflecting the lower vehicular flows expected in these areas with significantly reduced likelihood of two moving vehicles meeting. This width allows two smaller vehicles to pass each other. For larger vehicles, a passing place will be provided and vehicles can use the loading pad or parking spaces (if unoccupied) to pass each other. There is also sufficient visibility for a vehicle not to make the turn into narrower roads if they can see a larger vehicle coming in the opposite direction. The streets on site will be privately managed. The minor access roads in the northern part of the site are proposed to operate as one-way.

The Council's highways department have raised no in principle objections to the proposed layout however they have identified certain matters which further clarification is required in relation to visibility splays at junctions and some tracking movements for some parking bays and the lower junction into Clayton field. These matters will be addressed through the submission of details pursuant to conditions and in relation to the visibility splays as part of the S278 agreement.

PEDESTRIANS & CYCLISTS

Pedestrian and cyclist access will be provided from Clayton Field and connections provided with the existing pedestrian footpath running along the 'green spine' to the west of the site. New footways along the western edge of Clayton Field will also be provided, to facilitate access to the units with entrances along this road. The northern part of the site will be designed as a shared space arrangement, given the very low traffic flows forecast in this area. Different surface materials will be used to clearly demark the vehicular routes and footway in these areas. Cycle access to the cycle parking area will be via the proposed roads within the site. Overall, the pedestrian and cycling proposal will greatly improve existing walking and cycling conditions on site and is strongly supported, in accordance with London and Local Plan Policies

MANAGEMENT PLANS / STRATEGIES

Framework Travel Plan

The Council's Travel Planning Team have been consulted on the Framework Travel Plan and we are awaiting their response. This is particularly in relation to the extent and effectiveness of travel plan measures / initiatives proposed as well as the setting of targets and the monitoring strategy. This will be secured as part of the S106 for the site.

Car Parking Design and Management Plan

A car parking design and management will need to be conditioned for the consent clarifying the allocation of spaces between existing reprovided affordable units versus the new private parking allocation. Fully dimensioned car parking layout plans will also need to be provided in relation to this condition supported with swept path analysis where appropriate (e.g. ramp widths, aisle widths, manoeuvrability into / out from parking bays with geometric constraints, two-way vehicle turning

within entry / exit of basement and podium parking areas) and ramp gradient details..

Delivery and Servicing Management Plan

A delivery and servicing management plan will need to be conditioned as part of the consent, providing details of servicing to the new dwellings as well as the collection of refuse. It is noted that all refuse is proposed to be collected on street but clarification will need to be provided in relation to tracking diagrams and potential conflict with other vehicular users of the roads in question.

A Constriction Logistics Plan along with a Construction Worker Travel Plan will also need to be conditioned as part of the planning consent. This should take into account the cumulative impacts of works that may be occurring during the same time period within the surrounding area such as the Grahame Park Estate redevelopment.

S106

- Provision of footway along the site frontage to Clayton Field to help improve pedestrian amenity and safety (s278).
- Access design and Traffic Orders (s278). This should include a scheme to improve the layout at the site access on Clayton Field in terms of vehicle and pedestrian safety (Access Road 4).
- Traffic Orders to prevent on-street servicing / loading on Clayton Field would need to be reviewed / implemented (s278).
- The LB Barnet Parking Team have confirmed that the surrounding area is planned to be reviewed and request a financial contribution of £40,000 towards the CPZ review / upgrade (secured via s106 agreement).
- The identified public transport contributions towards Colindale Station and local bus services subject to confirmation that these will provide genuine identified improvements to local bus services serving the site.

3.7 Waste and Recycling

Although the NPPF does not contain specific waste policies, it does state that part of the environmental dimension to 'sustainable development' is waste minimisation (para 7). As part of London Plan 2021 Policy SI7 'Reducing waste and supporting the circular economy which also seeks adequate recycling storage provision in new developments as does the Barnet Core Strategy DPD 2012 policy CS14 which also promotes waste prevention, reuse, recycling, composting and resource efficiency over landfill.

The Council's Waste and Recycling team have confirmed no objections to the proposal. A suitable condition is attached to ensure the provision of adequate waste and recycling facilities in accordance with the above requirements.

3.8 Energy, Sustainability, and Resources

London Plan Policy SI 2 Minimising greenhouse gas emissions requires development proposals to make the fullest contribution to minimising carbon dioxide emissions in accordance with the following energy hierarchy:

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

London Plan Policy SI2 'Minimising Greenhouse Gas' requires all residential developments to achieve zero carbon on new residential developments of which a minimum on-site reduction of at least 35 per cent beyond Building Regulations¹⁵² is required for major development. Where it is clearly demonstrated that the zero-carbon target cannot be fully achieved on-site, any shortfall should be provided, in agreement with the borough through a cash in lieu contribution to the borough's carbon offset fund.

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 demonstrate compliance with the Mayor's targets for reductions in carbon dioxide emissions, within the framework of the Mayor's energy hierarchy. Proposals are also expected to comply with the guidance set out in the council's Supplementary Planning Documents (SPD) in respect of the requirements of the Code for Sustainable Homes.

An Energy Report has been submitted in support of the application. The energy statement outlines a series of measures which will be incorporated into the proposal to improve sustainability and reduce carbon emissions, including the use of air sourced heat pumps, photovoltaics and fabric efficiency. These measures will result in an on-site reduction in CO₂ emissions of 48% beyond 2013 Building Regulations compliant development. This exceeds the minimum on-site requirement for reductions in CO₂ emissions as set out in Policy SI2 of the London Plan.

In order to achieve zero carbon the developer will need to make a carbon offset contribution to bridge this gap. This is currently calculated as £782,802 which will be secured as part of the S106 agreement.

The GLA have confirmed in their stage 1 response that the energy strategy is considered acceptable subject to the payment of this contribution.

3.9 Landscaping, Trees and biodiversity

The 'sustainable development' imperative of NPPF 2019 includes enhancing the natural environment and improving biodiversity. London Plan G5 (Urban Greening) advises that major development proposals should contribute to the greening of London by including urban greening as a fundamental element of site and building design, and by incorporating measures such as high-quality landscaping (including trees), green roofs, green walls and nature-based sustainable drainage. Barnet Local Plan policy DM16 states that when it is considering development proposals the council will seek the retention, enhancement or creation of biodiversity.

Landscape and Open Space

As previously mentioned, the application proposes the creation and improvement of several areas of open space, including the proposed improvements to the Green Spine to the west of the development site. In addition to this additional planting is proposed along the proposed estate roads along with podium deck gardens for the proposed apartment blocks and in the rear of private residential gardens. Detailed landscaping conditions are included in the list of suggested conditions which will ensure the Council can secure the future quality of these areas.

Trees

London Plan policy G7 (Trees and woodlands) also requires that, wherever possible, existing trees of value are retained. If planning permission is granted that necessitates the removal of trees there should be adequate replacement based on the existing value of the benefits of the trees removed, determined by, for example, 'i-tree' or CAVAT or other appropriate valuation system. The planting of additional trees should generally be included in new developments – particularly large-canopied species which provide a wider range of benefits because of the larger surface area of their canopy.

Policy DM01 of the Adopted Barnet Development Management Policies advises that trees should be safeguarded. When protected trees are to be felled the council will require replanting with suitable size and species of tree where appropriate. High quality landscape design can help to create spaces that provide attractive settings for both new and existing buildings, contributing to the integration of a development into the established character of an area. The council will seek to retain existing wildlife habitats such as trees, shrubs, ponds and hedges wherever possible. Where trees are located on or adjacent to a site the council will require the submission of a tree survey with planning applications indicating the location, species, size and condition of trees. Trees should be retained wherever possible and any removal will need to be justified in the survey. Where removal of trees and other habitat can be justified appropriate replacement should consider both habitat creation and amenity value.

The site includes a number of mature trees which were planted when the estate was constructed, of which, 163 are proposed to be removed within the application site boundary as part of the comprehensive redevelopment and redesign of the estate's original layout. This includes 28 Category A trees (high quality), 69 Category B trees (moderate quality) and 64 Category C trees (low quality). Three Category A trees and 6 Category B trees would be retained.

A comprehensive tree replacement strategy is proposed as part of the applicant's landscape masterplan, which includes the planting of 222 new trees across the site. This results in a net increase of 59 trees. The planting strategy proposes a variety of mature feature trees at key nodes and public space, formal lines of street trees and 42 new trees along the green spine swale route.

While the loss of a high number of good quality trees is clearly regrettable in a similar manner to the recent consent at Grahame Park Estate it is not possible to redevelop the estate without changing the layout, and given that the trees were erected at the same time as the houses in the 1970's to suit the layout as it was then, any changes to the layout will involve the loss of trees. The number of replacement trees is greater than the number of trees removed and in the longer term the quantity and quality of tree cover will be equal to or an improvement over the existing site.

Overall on balance therefore it is considered that the proposed tree removal is considered acceptable in this instance in order to allow for the development of the estate, suitable landscaping and tree protection measures are included as suggested conditions. Caveat asset value payments of £46,584.00 will need to be paid in compensation for the removal of Council trees.

Biodiversity

London Plan policy G6 (Biodiversity and access to nature) also requires Sites of Importance for Nature Conservation (SINCs) to be protected. Part C of the policy advises that where harm to a SINC is unavoidable, and where the benefits of the development proposal clearly outweigh the impacts on biodiversity, the following mitigation hierarchy should be applied to minimise development impacts:

- 1) avoid damaging the significant ecological features of the site
- 2) minimise the overall spatial impact and mitigate it by improving the quality or management of the rest of the site
- 3) deliver off-site compensation based on the principle of biodiversity net gain.

Part D also advises that development proposals should aim to secure net biodiversity gain and be addressed from the start of the development process. Proposals which reduce deficiencies in access to nature should be considered positively.

Barnet policies CS7 (Enhancing and protecting Barnet's open spaces) and DM16 (Biodiversity) seek to protect existing Sites of Importance for Nature Conservation and ensure that development makes the fullest contributions to enhancing biodiversity, both through on-site measures and by contribution to local biodiversity improvements. Proposals are expected to meet the requirements of the London Plan. Table 17.2 of the LBB Development Management Policies document also identifies Heybourne Park as a Site of Local Importance for Nature Conservation in Barnet.

An Ecological Assessment, prepared by TEP, has been submitted in support of this application. The site is not allocated for biodiversity purposes within the Local Plan, however, adjacent land located approximately 35m to the south of the site (Heybourne Park Open Space) is allocated for biodiversity purposes as a non-statutory designated Site of Importance for Nature Conservation (SINC) of Local Importance.

The ecological assessment included a Phase 1 habitat survey which has identified the following habitats within the site:

- Hardstanding and built structures;
- Amenity grassland;
- Scattered trees:
- Scattered scrub;
- Tall ruderal; and,
- Ornamental shrub.

The assessment is identified that the loss of some of these existing habitats will be required as a result of the proposed development. However, these are required to realise all of the planning benefits associated with the wider regeneration of the site and will be mitigated through the comprehensive landscaping strategy which will include a significant uplift in trees compared to the existing site.

Standard pollution prevention and dust control measures will be included within a Construction Environmental Management Plan (CEMP) and implemented during site clearance and works. The CEMP will ensure that indirect impacts on Heybourne Park Open Space SINC and retained habitats within and adjacent to the site are reduced to a reasonable minimum.

In response to London Plan Policy G6 a Biodiversity Net Gain assessment has also been undertaken, which is included within the Ecological Assessment. This confirms that the proposals will result in a net gain of biodiversity post-development. Conditions are also attached to ensure that additional survey work is carried on throughout the development to ensure that any impacts on wildlife are closely monitored and appropriately managed in line with planning policy.

Capita Ecology have assessed the submitted ecological assessment and advised that they are satisfied with the conclusions. Further details of proposed biodiversity enhancement measures will be secured by condition. Subject to this mitigation and the attachment of other applicable safeguarding conditions, it is considered that the proposal accords with London Plan and Banet Adopted Policy.

Flood risk, Water Resources, Drainage and SUDs

In support these considerations Flood Risk is considered within the submitted Environmental Statement

In respect of flood risk, the site is within Flood Zone 1 which is classified as being of low risk of flooding. The proposed development is acceptable in this zone and there is no requirement for exception and sequential testing of the acceptability of the scheme.

In line with policy requirements the surface water drainage scheme the proposed development proposes to restrict surface water discharge rates to greenfield rates to cater for a 100 year flooding event plus 40% for climate change. This is achieved through a variety of methods including the use of permeable paving, swales, rainwater harvesting and use of Green Roofs and rainwater gardens along with underground attenuation tanks. Capita Drainage as LLFA have asked the applicant

to explore the potential for increasing the amount of ground level surface water storage and the applicant has provided additional information regarding their strategy which is considered acceptable.

Foul water drainage has also been considered as part of this strategy. Thames Water have advised that the proposal is satisfactory.

The Environment Agency, Thames Water, Affinity Water and Capita Drainage (Lead Local Flood Authority) have been consulted on the application. While no comments have been received from the Environment Agency, both Thames and Affinity Water have raised no objections to the scheme. Capita Drainage have not raised any in principle concerns subject to the attachment of appropriate conditions.

3.10 Other matters

Utilities

In support of the application a Utilities report has been submitted in support of the application. The utilities report assessed the implications of the development in relation to utility and telecommunication infrastructure in the vicinity of the site. The report also included communication with all relevant statutory undertakers in relation to the proposals.

It is concluded that the proposed redevelopment scheme can be delivered without any abnormal utility constraints and that there is either sufficient capacity to accommodate the proposed development or that the necessary improvements required for the development to proceed can be provided.

It is noted that none of the statutory undertakers consulted by the Local Planning Authority have raised any objections in their representations and the schemes impact on utilities is considered acceptable.

Ground conditions and Contamination

In regards to potential contamination, a Geo Environmental Assessment was submitted in support of the planning application. Subject to the attachment of appropriate conditions scientific services raise no objections to the proposal.

Impact upon Services

The recent Grahame Park approval included a commitment towards funding a new enlarged health facility serving the wider Colindale Area. In relation to schools, the new Orion School has recently been constructed to the north of the site. The St James's secondary school site (which also includes the relocated St Dominic school) to the east has also recently been expanded. A new Saracens secondary school is also under construction, to the north of St James's school. A new Saracens Primary school is also proposed to be constructed as part of the Colindale Gardens development to the south.

3.11 Viability, Planning Obligations & CIL

S106 obligations & viability

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

The full list of planning obligations will be set out in the future addendum to this committee meeting.

In summary the scheme includes **40%** affordable housing by habitable room which will be secured by legal agreement, along with other contributions such as the Heybourne Park Play space contribution, carbon offset payments along with the requirements to address the transport impacts of the proposal in the form of securing the highway and public transport improvements.

Barnet Community Infrastructure Levy

The Community Infrastructure Levy (CIL) potentially applies to all 'chargeable development'. This is defined as development of one or more additional units or development seeking an increase to existing floor space greater than 100 square metres.

Barnet Council is a charging authority for the purposes of Part 11 of the Planning Act 2008 and may therefore charge a Community Infrastructure Levy in respect of development in The London Borough of Barnet. Barnet Council adopted a CIL charge on 1st May 2013. This set a rate of £135 per square metre on residential and retail development within the borough. All other uses and undercroft car parking areas are exempt from this charge.

The calculation of the Barnet CIL payment is based on the floor areas of the residential elements of the development (except for any potential undercroft car parking areas).

Mayoral Community Infrastructure Levy

The Community Infrastructure Levy (CIL) potentially applies to all 'chargeable development'. This is defined as development of one or more additional units or development seeking an increase to existing floor space greater than 100 square metres.

The Mayor of London is a charging authority for the purposes of Part 11 of the Planning Act 2008 and may therefore charge a Community Infrastructure Levy in respect of development in Greater London. The Mayor of London adopted a CIL charge on 1st April 2012. This set a rate of £35 per square metre on all forms of development in Barnet, except that which is for education and health purposes (which are exempt from this charge).

The calculation of the Mayoral CIL payment is carried out on the basis of the floor areas of the residential and other elements of the development (except for potential education and health uses).

4. EQUALITY AND DIVERSITY ISSUES

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

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

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

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

Officers have in considering this application and preparing this report had regard to the requirements of this section and have concluded that a decision to grant planning permission for this proposed development will comply with the Council’s statutory duty under this important legislation. The applicant has also submitted a detailed Equalities Impact Assessment post submission of the planning application, the content of which have been assessed in reaching this conclusion.

The site is accessible by various modes of transport, including by foot, bicycle, public transport and private car, thus providing a range of transport choices for all users of the site.

A minimum of 10% of units will be wheelchair adaptable.

The development includes level, step-free pedestrian approaches to the main entrances to the building to ensure that all occupiers and visitors of the development can move freely in and around the public and private communal spaces.

Dedicated parking spaces for people with a disability will be provided in locations convenient to the entrances to the parking area.

The proposals are considered to be in accordance with national, regional and local policy by establishing an inclusive design, providing an environment which is accessible to all.

7. CONCLUSION

In conclusion, the scheme is considered acceptable on balance having regard to relevant national, regional and local planning policies and guidance. The principle of the redevelopment of the Douglas Bader Estate is considered acceptable and accords with national, regional and local plan policy guidance.

The proposed detailed design is considered to be high quality with appropriate levels of amenity space, public open space and residential standards achieved for future occupiers reflecting a development of this intensity and balanced with the need to optimize the use of the site.

The amenities of neighbouring residential occupiers are not considered to be unduly impacted by the proposals.

The potential transport impacts of the scheme have been considered and appropriate mitigation proposed in the form of contributions towards improvements to the bus network, provision of a detailed travel plan as well as improvements to access and connectivity as part of the proposal.

The scheme deals with its waste and recycling requirements and in terms of energy and sustainability, a range of measures are proposed including a carbon offset payment to achieve mayoral standards for a reduction in CO2 emissions.

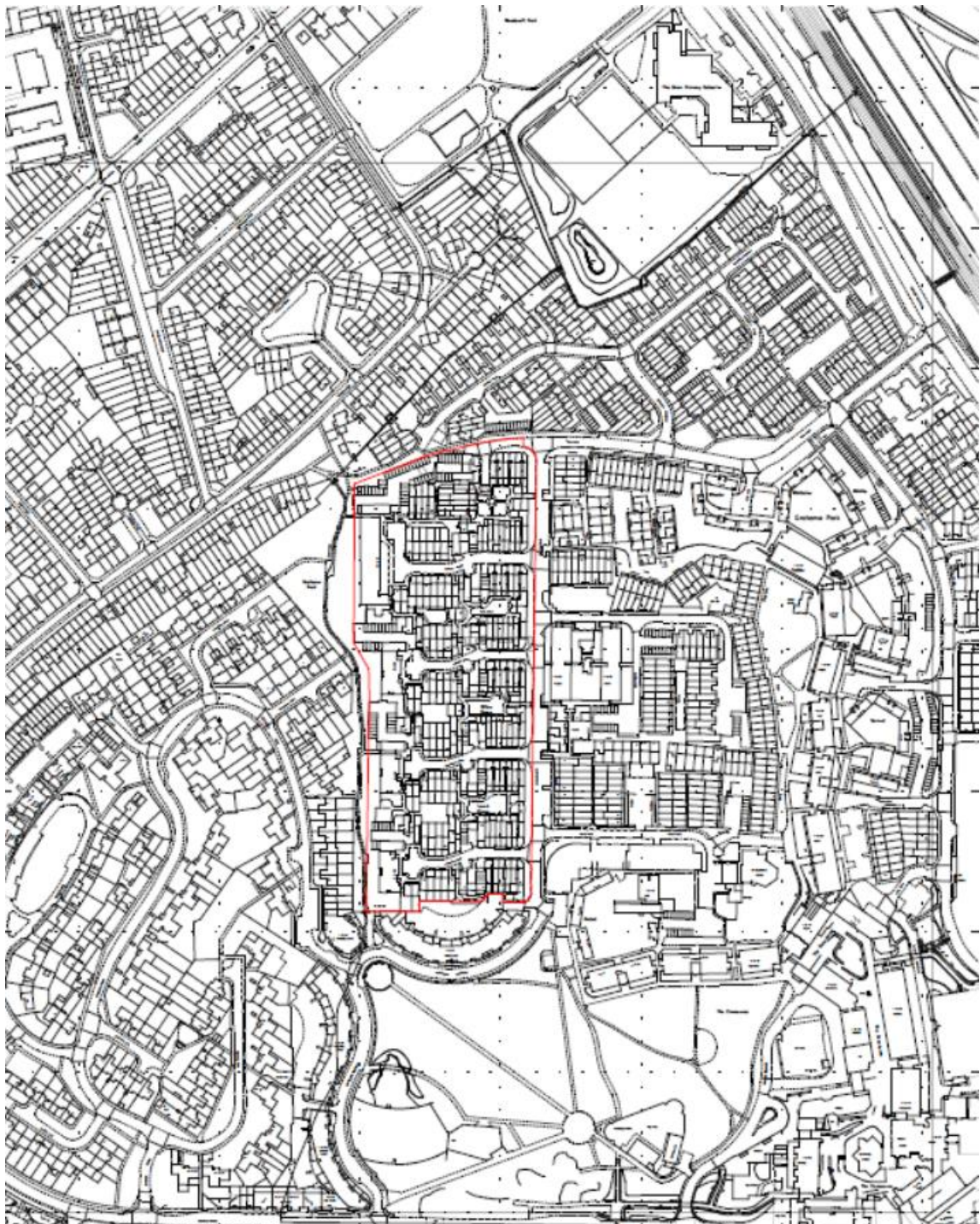
A suitable approach is taken to landscaping and biodiversity with retention of trees where possible as well as enhancement of the biodiversity values within the site with appropriate treatments and species and mitigation.

The scheme has also considered utilities provision and contamination and appropriately worded conditions are recommended. The scheme is considered to be appropriate and acceptable having regard to the full range of considerations in this report including the stated policies and guidance.

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

SITE LOCATION PLAN: Douglas Bader Park Estate, London NW9

REFERENCE: 20/6277/FUL



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LOCATION: Colindale Station and 167 - 173 Colindale Avenue And
Flats 1- 6 Agar House, Colindale Avenue, NW9 5HR. **AGENDA ITEM 7**

REFERENCE: 21/0909/S73 **Received:** 19 February 2021

WARD: Colindale **Accepted:** 19 February 2021

Expiry: 21 May 2021

APPLICANT: Transport for London

PROPOSAL: Variation of condition 1 (Approved Plans) of planning reference 19/0859/OUT dated 10/03/20 for ' Hybrid planning application for comprehensive redevelopment of the site comprising full planning permission involving demolition of existing buildings to provide a replacement railway station ticket hall building (up to 702 sq.m) with step free access (Sui Generis) and including a retail store (Class A1) unit. Outline planning consent for the erection of a mixed use development ranging from 6 to 29 storeys in height comprising of up to 860 sq.m of flexible A1/A2/A3/A4/A5 and B1/D1/D2 uses and up to 313 residential units (Class C3) together with provision of ancillary refuse, cycling and disabled parking spaces and associated works. Variation to include alteration to station design including reduction in height, internal layout changes and external elevational alterations

Application Background and Summary

Colindale Underground Station currently has up to 7.1 million passenger trips per year and at peak times is used by up to 4.5 thousand people. There has been an 88% growth in use over the last 10 years and this is expected to double by 2041. In addition to capacity issues, the station does not meet requirements for step-free access.

As part of the wider redevelopment of Colindale, substantial investment has been secured by the Council for new and improved infrastructure in the area. This includes a £16million (S106) contribution towards the delivery of the redevelopment of Colindale Underground Station to accommodate increased passenger capacity and step-free access.

Reflecting the Council's commitment to supporting high-quality redevelopment of Colindale a Supplementary Planning Document (SPD) was developed and adopted by the Council setting out the Council's detailed design requirements and scale of development which will be supported for the new station and any associated development.

A planning application was subsequently submitted in February 2019 for the redevelopment of the station site to provide an improved station along with an

associated residential led mixed use development adjoining the station site. The description of this application was as follows.

'Hybrid planning application for comprehensive redevelopment of the site comprising full planning permission involving demolition of existing buildings to provide a replacement railway station ticket hall building (702 sq.m) with step free access (sui Generis) and including a retail store (Class A1) unit. Outline planning consent for the erection of a mixed use development ranging from 6 to 29 storeys in height comprising of up to 860 sq.m of flexible A1/A2/A3/A4/A5 and B1/D1/D2 uses and up to 313 residential units (Class C3) together with provision of ancillary refuse, cycling and disabled parking spaces and associated works.'

Barnet's Planning Committee resolved on the 24th July 2019 to grant planning permission for the development subject to no objection from the mayor and the completion of a S106. Planning permission was subsequently granted on the 10th March 2020.

Following this permission and partly as a result of the impact of the Covid 19 pandemic on the financial position of the applicant Transport for London, the applicant has revised the design and construction of the station in order to ensure that it can be delivered in a cost effective manner while still providing the necessary station improvements and providing an attractive visual appearance.

The proposed changes are predominately aesthetic in nature resulting in a different external appearance to the station element of the proposals along with a marginal reduction in the internal size of the internal retail unit. The proposal does not fundamentally alter the nature of the proposal consented in March 2020 and officers consider that the proposed changes are acceptable and will enable the delivery of this necessary piece of infrastructure to support the development of this opportunity area.

RECOMMENDATION

Recommendation 1

The applicant and any other person having a requisite interest be invited to enter into a Deed of Variation varying the extant section 106 Agreement dated 10 March 2020 pursuant to planning permission 19/0859/OUT in accordance with the amendments proposed under this planning application.

Recommendation 2

That subject to Recommendation 1, the Committee grants delegated authority to the Service Director Planning & Building Control or Head of Strategic Planning to make any minor alterations, additions or deletions to the recommended conditions/obligations or reasons for refusal as set out in this report and addendum provided this authority shall be exercised after consultation with the Chairman (or in his absence the Vice-Chairman) of the Committee (who may request that such alterations, additions or deletions be first approved by the Committee).

Conditions

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

Colindale DAS Addendum - 260121_UIP3395-ATK-PRM-N025-RPT-AR-00001
Site Wide

UIP3395-ATK-PRM-N025-DRG-AR-00001Site_Masterplan
UIP3395-ATK-PRM-N025-DRG-AR-00003Site_Roof Plan
UIP3395-ATK-PRM-N025-DRG-AR-00004Platform Plan
UIP3395-ATK-PRM-N025-DRG-AR-00005Concourse Plan
UIP3395-ATK-PRM-N025-DRG-AR-00006Mezzanine Plan
UIP3395-ATK-PRM-N025-DRG-AR-00007Roof Plan
UIP3395-ATK-PRM-N025-DRG-AR-00008Section AA
UIP3395-ATK-PRM-N025-DRG-AR-00009Section BB
UIP3395-ATK-PRM-N025-DRG-AR-00010Section CC
UIP3395-ATK-PRM-N025-DRG-AR-00011Section DD
UIP3395-ATK-PRM-N025-DRG-AR-00015Elevation North
UIP3395-ATK-PRM-N025-DRG-AR-00016Elevation South
UIP3395-ATK-PRM-N025-DRG-AR-00017Elevation East
UIP3395-ATK-PRM-N025-DRG-AR-00018Elevation West
UIP3395-ATK-PRM-N025-DRG-AR-00020Detail Section Front
UIP3395-ATK-PRM-N025-DRG-AR-00021Detail Section Back
UIP3395-ATK-PRM-N025-DRG-AR-00022Detail Section Cross
Outline Planning Element
OPA-A-101 Rev. 02 - Parameter Plan Site Demolition
OPA-A-102 Rev. 02 - Parameter Plan Site Levels / Access / Landscape
OPA-A-103 Rev. 02 - Parameter Plan Ground Level / Typical Level Land Use
Frontages OPA-A-104 Rev. 02 - Parameter Plan Horizontal / Vertical Limits of
Deviation

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 DM01 of the Adopted Barnet Development Management Policies DPD (2012) and NPPF and CS1 of the Adopted Barnet Core Strategy DPD (2012).

2 The development hereby permitted shall begin no later than 3 years from the 10th March 2020 which was the date of the original permission and, in the case of Outline Planning Element, no later than 2 years from:

- i. the final approval of the last Reserved Matters Application pursuant to Condition 3,
- or
- ii. The final approval of any pre-commencement condition associated with that Development Phase.

Reason: To comply with the provisions of Section 92 of the Town & Country Planning Act 1990 (as amended).

3 Applications for the approval of the reserved matters to the Outline Planning Element (being scale, layout, appearance and landscaping) shall be made to the

Local Planning Authority before the expiration of three years from the date of this permission.

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

4 With the exception of Ground Works and Site Preparation Works, notwithstanding the Illustrative Phasing Plan (OPA-A-105 Rev. 02) the Outline Planning Element shall not commence until a Phasing Plan identifying the Development Phases and associated infrastructure works (including highways works) has been submitted to and approved by the Local Planning Authority.

The Outline Planning Element of the development shall be carried out in accordance with the approved Phasing Plan unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure that the Outline Planning Element is carried out in appropriate phases and to allow the phasing plan to be amended to reflect changes to the phasing of the development that were not foreseen at the date when the phasing plan was approved.

5 Notwithstanding any additional requirements identified by the LPA, any other authority and the National List and Local List, Reserved Matters Applications to the Outline Planning Element shall be accompanied by the documents listed below unless the LPA considers and confirms in writing that the submission of any of such documents is not necessary.

Land uses

- i. A statement setting out the proposed land uses and mix of uses including Class C3 dwelling sizes and tenures
- ii. An explanatory statement demonstrating how the quantum of land uses proposed for the Development Phase are consistent with the parameters set out in the Primary Control Documents

Layout

- iii. Siting, design and external appearance of new building[s] and structures including elevations, sections
- iv. Detailed internal layouts including floorplans, sections and supporting details demonstrating compliance with relevant standards and guidance including standards for wheelchair accessible and adaptable units
- v. Private and communal amenity space
- vi. Means of access to new buildings
- vii. A phasing and reconciliation statement demonstrating how development of a phase relates to existing and future Development Phases
- viii. Details of the layout of roads, pedestrian and cycle routes and layout of open spaces and public realm within that Development Phase demonstrating how development is consistent with the Primary Control Documents
- ix. Details of any temporary layout associated with boundary treatments and land and building conditions between Development Phases

- x. A BRE assessment of daylight and sunlight for the proposed residential properties and an overshadowing assessment of private and communal amenity spaces, with the exception of private balconies
- xi. Details of the incorporation of appropriate wind mitigation measures in respect of microclimate.
- xii. Details of compliance with Lifetime Homes Standards and details of the provision of 10% wheelchair housing

Scale

- xiii. Finished heights above original and finished ground levels of new buildings and structures
- xiv. Internal finished floor levels of new buildings and structures
- xv. A written statement and plans which explain how the details respond to and conform with the Primary Control Documents in terms of scale

Materials

- xvi. A materials strategy for that Development Phase
- xvii. Full details (including samples, where appropriate) of the materials to be used on all external surfaces
- xviii. Door, entrances and windows (including glazing specifications) and balconies (including drawings and section showing thresholds to adjacent internal spaces and drawings and sections of privacy screens)
- xix. Building lighting
- xx. Podium details (including hard and soft landscaping, planting species, furniture and play provision)
- xxi. A statement shall be submitted to and approved by the LPA, which demonstrates compliance with the Primary Control Documents in relation to the selection of new construction materials

Landscaping

- xxii. Roads, vehicle and cycle parking, cycle and pedestrian routes
- xxiii. Public realm and play space details, including hard and soft landscaping, surface treatments, street furniture, signage, lighting and play provision
- xxiv. Boundary treatments and means of enclosure
- xxv. Existing and finished ground levels of outdoor areas
- xxvi. A written statement and plans which explain how the details respond to and conform with the Primary Control Documents in terms of layout and access

Other

- xxvii. Details of any building security measures including CCTV
- Reason: For the avoidance of doubt and to ensure the development accords with the outline permission.

6 Unless otherwise agreed with the Local Planning Authority, no construction works associated with the Outline Planning Element, that would be audible at the site boundary, shall occur outside the following times:

08:00 - 18:00 hours weekdays

08:00 - 13:00 hours Saturdays

The Full Planning Element construction works shall be undertaken in accordance with details setting out appropriate mitigation measures to limit noise and other disturbance to neighbouring residential properties for any works that are to be undertaken outside of the following times:

08:00 - 18:00 hours weekdays

08:00 - 13:00 hours Saturdays

The details shall be submitted to and agreed in writing by the Local Planning Authority prior to the commencement of any Full Planning Element construction works that would be audible at the site boundary.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties in accordance with policies DM01 and DM04 of the Barnet Local Plan.

7 No development shall commence within a Development Phase of the Outline Planning Element (with the exception of Ground Works and Site Preparation Works) until a scheme of Advanced Infrastructure Works associated with that Development Phase is submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

- i. Underground drainage details
- ii. Below ground energy infrastructure
- iii. Below ground services and utilities
- iv. Groundworks, earthworks, contouring and levels
- v. A statement of compliance with the site wide strategies as illustrated in the approved application documents.

Development shall be carried out in accordance with the approved details unless otherwise agreed in writing.

Reason: To ensure appropriate arrangements are made for servicing, utilities and infrastructure and to avoid potential conflicts between impacts upon the development as proposed and its servicing, utilities and infrastructure, in the interests of a sustainable development in accordance with the NPPF.

8 The Outline Planning Element of the development shall provide a total of 10% of units across the site designed to be fully wheelchair accessible or easily adaptable for residents who are wheelchair users unless otherwise agreed in writing by the Local Planning Authority.

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 (2016); and 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.

9 Development of the Full Planning Element or the Outline Planning Element shall not commence (with the exception of Site Preparation Works) until a detailed surface water drainage scheme for that Element based on the approved drainage report has been submitted to and approved in writing by London Borough of Barnet Planning Authority.

The drainage design shall use Flood Estimation Handbook design rainfall (2013).

The details shall incorporate appropriate discharge agreements with Thames Water to discharge to their system as appropriate. The scheme shall subsequently be implemented in full accordance with the approved details before the development is 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.

10 Prior to construction of any building of the Outline Planning Element, a rainwater and greywater feasibility study, investigating the potential for incorporating rainwater or greywater recycling into building across the site, shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the development is sustainable and complies with the requirements of London Plan 2015 policies 5.13, 5.14 and 5.15.

11 All commercial units shall achieve a minimum of BREEAM Very Good. Within three months of first occupation of the building, a copy of the summary score sheet and BREEAM Post Construction Certificate shall be submitted to the Local Planning Authority to demonstrate that this has been achieved.

Reason: To ensure that the development is sustainable and in accordance with policies DM01 and DM02 of the Barnet Local Plan, the Colindale Area Action Plan (2010) and policies 5.2 and 5.3 of the London Plan 2016.

12 The proposed flexible commercial units of the Outline Planning Element hereby approved shall not be used for a nightclub, music venue, concert venue, bingo hall, or a place of worship or any equivalent uses within Classes D1 and D2 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), and the Town and Country Planning (General Permitted Development) Order 1995 (as amended) or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order, with or without modification, unless approved in writing by the Local Planning Authority.

Reason: To ensure that occupation of the premises does not prejudice the amenities of future residential occupiers in accordance with policies DM01 and DM13 of the Barnet Local Plan.

13 Prior to occupation of the Full Planning Element or the Outline Planning Element an External Lighting Assessment of lighting proposed in that Element shall be submitted to and approved in writing by the Local Planning Authority. The submitted External Lighting Assessment shall detail the existing average night time luminance and light spread levels across the application site at night, identify the levels of light pollution received at the windows to residential properties within proposed development and, where appropriate, identify the measures to be used to mitigate the impacts of light pollution on the future occupiers proposed dwellings as well as mitigate any impacts to species including bats. Any light pollution mitigation identified in the External Lighting Assessment shall be implemented in full prior to occupation of the relevant Element .

Reason: To ensure the development provides adequate amenities of the future occupiers of the proposed dwellings and to accord with policy DM01 of the Barnet Local Plan and to mitigate the impact to species including bats in accordance with policies CS7 and DM16.

14 No residential unit within the Outline Planning Element shall be occupied until the access roads and highways works (on and off-site) associated with the block in which that unit is located (as defined by the approved phasing details) are made available for use.

Reason: To ensure there is adequate access available to all residential units.

15 No residential unit within the Outline Planning Element shall be occupied until the private and/or communal amenity space provision, for that unit is available in accordance with the Approved Plans.

Reason: To ensure there is adequate amenity space available for all residential units.

16 Prior to first occupation within the relevant Development Phase of the Outline Planning Element, unless otherwise agreed in writing as part of the approved phasing, the play space provision shall be provided in accordance with the approved details for the Development Phase to which the play space relates and thereafter maintained for the lifetime of the development.

Reason: To ensure there is adequate plays space available for all users in accordance with London Plan 2016 policy 3.6 and Barnet Development Management policy DM02.

17 Prior to first occupation of the Outline Planning Element, a scheme for the provision of communal/centralised satellite and television reception equipment shall be installed on all blocks within that Development Phase unless otherwise agreed in writing by, the Local Planning Authority. The equipment shall thereafter be retained and made available for use by all occupiers of the development.

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

18 Notwithstanding the provisions of any development order made under Section 59 of the Town and Country Planning Act 1990 (or any Order revoking and re-enacting that Order) the following operations shall not be undertaken in respect of the Outline Planning Element without the receipt of prior specific express planning permission in writing from the Local Planning Authority on the buildings hereby approved: The installation of any structures or apparatus for purposes relating to telecommunications on any part the development hereby approved, including any structures or development otherwise permitted under Part 24 and Part 25 of Schedule 2 of the Town and Country Planning (General Permitted Development)

Order 1995 (as amended) or any equivalent Order revoking and re-enacting that Order.

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

19 Notwithstanding the details submitted with the application, prior to the construction of any building within the relevant Development Phase of the Outline Planning Element, the following details for that Development Phase shall be submitted to and approved in writing by the Local Planning Authority:

- i. Enclosures, screened facilities and/or internal areas of the proposed buildings to be used for the storage of recycling containers, wheeled refuse bins and any other refuse storage containers where applicable;
- ii. satisfactory points of collection; and
- iii. details of the refuse and recycling collection arrangements

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

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

20 Prior to the first occupation of the Full Planning Element or the Outline Planning Element, a detailed Parking Management Plan for that Element shall be submitted to and approved in writing by the Local Planning Authority.

Unless otherwise agreed, the details shall include:

- i. Location and layout of car parking spaces
- ii. Allocation of car parking spaces (for residential, non-residential users and visitors where applicable)
- iii. On-site parking controls and charges (if any)
- iv. The enforcement details of unauthorised parking in line with the Council's parking regime in Colindale within the development's surrounding area
- v. 'Blue badge' space quantities including provision for ongoing monitoring of demand and provision of uplift in disabled spaces up to a maximum of 1:1 per wheelchair unit.
- vi. Electric Charging Points: Location and specification. For residential parking spaces, delivery of the 20% of parking spaces which shall be active and 80% which shall be passive electric charging points. For non-residential spaces, provision at 20% of spaces shall be undertaken with potential provision at a further 10% of spaces. The car parking spaces shall not thereafter be used for any purpose other than for the parking and turning of vehicles associated with the development. The Car Parking Management Plan and the abovementioned provisions shall be

implemented in accordance with the approved details before the buildings hereby permitted are occupied and maintained thereafter.

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 (2016) and also, to ensure that the development does not over-provide car parking spaces and to encourage sustainable travel in accordance with Barnet Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

21 Before the Full Planning Element or the Outline Element of the development is occupied; details of cycle parking, number of cycle spaces and cycle storage facilities in accordance with the London Plan for that Element should be submitted to and approved by the Local Planning Authority

The spaces for the Full Planning Element shall be provided as temporary until such time that they can be provided within the Outline Element as agreed by the Council, following which the spaces shall be permanently retained thereafter. Minimum aisle widths, as set out in London Cycling Design Standards, must be met and 5% of space should be provided for the storage of non-standard cycles.

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, Policy DM17 of Development Management Policies (Adopted) September 2012 and the London Cycling Design Standards 2016.

22 Before the Full Planning Element or the Outline Planning Element hereby approved are occupied; details showing a plan, entry and egress arrangements for pedestrian walkways and cycle linkages for that Element are to be submitted to and approved in writing by the Local Planning Authority.

The Elements shall thereafter be implemented in full in accordance with the approved details of the above to be provided in writing by the Local Highway Authority following submission.

Reason: To ensure that the access is satisfactory in terms of highway safety 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.

23 No site works or works including demolition or construction work shall commence until a Demolition and Construction Management and Logistics Plan has been submitted to and approved in writing by the Local Planning Authority in respect of the:

- i) Full Planning Element; and
- ii) Outline Planning Element.

No site works or works including demolition or construction work for the Full Planning Element or the Outline Planning Element shall commence until a Demolition and Construction Management and Logistics Plan for that Element has been submitted to and approved in writing by the Local Planning Authority

The development shall thereafter be implemented in full accordance with the details approved

The Demolition and Construction Management and Logistics Plan submitted shall include, but not be limited to, the following information:

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

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties and in the interests of highway and pedestrian safety in accordance with policies CS9, CS13, CS14, DM01, DM04 and DM17 of the Barnet Local Plan and policies 5.3, 5.18, 7.14 and 7.15 of the London Plan 2016.

24 The commercial units within the Full Planning Element or the Outline Planning Element shall not be occupied until an Operational Waste Management Plan for that Element, setting out the measures for the management of operational waste across the site, has been submitted to and approved in writing by the Local Planning Authority This development shall be carried out in accordance with the approved details unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure that the development is sustainable and complies with the requirements of London Plan 2015 policy 5.3, and to ensure a satisfactory refuse and recycling facilities are provided at the development in accordance with policies CS5, CS9, CS14, DM01, DM04 and DM17 of the Barnet Local Plan.

25 The commercial units within the Full Planning Element or the Outline Planning Element shall not be occupied until a Delivery and Servicing Management Plan for that Element has been submitted to and approved in writing by the Local Planning Authority

The development shall be carried out in accordance with the relevant approved Full Planning Element or Outline Planning Element Delivery and Service Management Strategy unless otherwise agreed in writing with 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.

26 A crime prevention strategy shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the Outline Planning Element. The strategy shall demonstrate how the development meets 'Secured by Design' standards. The development shall thereafter be carried out in accordance with the approved details.

Reason: To ensure that satisfactory attention is given to security and community safety in accordance with policy DM02 of the Development Management Policies (2012).

27 Prior to Ground Works and Site Preparation Works being undertaken for the Full Planning Element or the Outline Planning Element, details of all highways to be stopped-up under Section 247 of the Town and Country Planning Act 1990 for that Element shall be submitted to and agreed with the Local Planning Authority.

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

28 No residential or commercial units within the Outline Planning Element shall be occupied until the access roads and highways works (on and off-site) associated with the block in which that unit is located are made available for use.

Reason: To ensure there is adequate access available to all residential units and commercial units.

29 Prior to the commencement of the Outline Planning Element or any Full Planning Element that would affect existing trees the following details for that Element shall be submitted to and approval in writing by the Local Planning Authority. The development shall be undertaken in accordance with the approved details, that is:

- a) a plan showing the location of, and allocating a reference number to, each existing tree on the site, showing which trees are to be retained and the crown spread of each retained tree;
- b) details of the species, diameter (measured in accordance with paragraph a) above), and the approximate height, and an assessment of the general state of health and stability, of each retained tree and of each tree which is on land adjacent to the site and to which paragraphs c) and d) below apply;
- c) details of any proposed topping or lopping of any retained tree, or of any tree on land adjacent to the site;
- d) details of any proposed alterations in existing ground levels, and of the position of any proposed excavation, [within the crown spread of any retained tree, or any tree on land adjacent to the site] [within a distance from any retained tree, or any tree on land adjacent to the site, equivalent to half the height of that tree];

e) details of the specification and position of fencing [and of any measures to be taken] for the protection of any retained tree from damage before or during the course of development.

Reason: To safeguard the health of existing tree(s) which represent an important amenity feature in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012) and CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012) and 7.21 of the London Plan 2016.

30 a) No site works or development (including any temporary enabling works, site clearance and demolition) associated with the Outline Planning Element or any Full Planning Element that would affect existing trees shall take place until a dimensioned tree protection plan for that Element in accordance with Section 5.5 and a method statement detailing precautions to minimise damage to trees in accordance with Section 6.1 of British Standard BS5837: 2012 (Trees in relation to design, demolition and construction - Recommendations) have been submitted to and approved in writing by the Local Planning Authority.

b) No site works (including any temporary enabling works, site clearance and demolition) or development associated with the Outline Planning Element or any Full Planning Element that would affect existing trees shall take place until the temporary tree protection shown on the tree protection plan for that Element approved under this condition has been erected around existing trees on site. This protection shall remain in position until after the development works for that Element are completed and no material or soil shall be stored within these fenced areas at any time. The development shall be implemented in accordance with the protection plan and method statement as approved under this condition.

Reason: To safeguard the health of existing trees which represent an important amenity feature in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012), Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012) and Policy 7.21 of the London Plan 2016.

31 a) No site works or development (including any temporary enabling works, site clearance and demolition) associated with the Outline Planning Element or any Full Planning Element that affects existing trees shall commence on site until a detailed tree felling / pruning specification for that Element has been submitted to and approved in writing by the Local Planning Authority.

b) All tree felling and pruning works shall be carried out in full accordance with the approved specifications under this condition and in accordance with British Standard 3998 (Recommendation for Tree Works).

Reason: To safeguard the health of existing trees which represent an important amenity feature in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012), Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012) and Policy 7.21 of the London Plan 2016.

32 Prior to the commencement of the development hereby approved within a Development Phase of the Outline Planning Element or any Full Planning Element that affects existing trees, details for that Element of the location, extent and depth of all excavations for drainage and other services in relation to trees to be retained, or trees on adjacent sites, shall be submitted to and approved in writing by the Local Planning Authority for that Development Phase. The development shall be carried out in accordance with such approval.

Reason: To safeguard the health of existing tree(s) which represent an important amenity feature in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012) and CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012) and 7.21 of the London Plan 2016.

33 a) Prior to the occupation of the Full Planning Element or the Outline Element a scheme of hard and soft landscaping for that Element, including details of existing trees to be retained and size, species, planting heights, densities and positions of any soft landscaping, shall be submitted to and agreed in writing by the Local Planning Authority.

Tree and shrub species selected for landscaping/replacement planting must provide long term resilience to pest, diseases and climate change. A diverse range of species and variety will help prevent rapid spread of any disease. In addition to this, all trees, shrubs and herbaceous plants must adhere to basic bio-security measures to prevent accidental release of pest and diseases and must follow the guidelines immediately below. An overarching recommendation is to follow BS 8545: Trees: From Nursery to independence in the Landscape. Recommendations and that in the interest of biosecurity, trees should not be imported directly from European suppliers and planted straight into the field, but spend a full growing season in a British nursery to ensure plant health and non-infection by foreign pests or disease. This is the appropriate measure to address the introduction of diseases such as Oak Processionary Moth and Chalara of Ash. All trees to be planted must have been held in quarantine.

b) 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.

c) 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 October 2016) and 7.21 of the London Plan 2016.

34 No part of the Full Planning Element or the Outline Planning Element shall be occupied until a Landscape Management Plan for that Element has been submitted

to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the agreed details and maintained in accordance thereafter.

Reason: To ensure a satisfactory appearance to the development and protect the amenities of the area and future and neighbouring occupiers in accordance with policies DM01 and DM02 of the Barnet Local Plan and policies 3.6 and 7.21 of the London Plan 2016.

35 a) No site works (including any temporary enabling works, site clearance and demolition or any investigative works referred in any other conditions, or development) associated with the Full Planning Element or the Outline Planning Element shall be commenced until the ecological surveys recommended in the submitted Ecological Assessment for that Element have been undertaken including the recommended dawn to dusk bat emergence surveys in respect of the Outline Planning Element:

The Outline Planning Element should include detailed external and internal assessment of the existing houses for existing bat roosting sites. Subject to the findings of these surveys appropriate mitigation and demonstration of any necessary licensing from Natural England for the translocation of any bats or other protected species shall be submitted to and approved in writing by the Local Planning Authority.

b) The site clearance and any mitigation measures shall be implemented in full in accordance with details approved under this condition.

Reason: To ensure that nature conservation interests are not prejudiced by the development in accordance with Policy DM16 of the Development Management Policies DPD (adopted September 2012) and the Sustainable Design and Construction SPD (adopted October 2016).

36 The Full Planning Element or the Outline Planning Element shall not be occupied until details comprising a scheme of measures to enhance and promote biodiversity for that Element shall be submitted the Local Planning Authority and approved in writing. The scheme submitted shall include (but not be limited to) details of biodiversity enhancement measures including specifically to bats and birds. The approved scheme of measures shall be implemented in full in accordance with the approved details before the first occupation.

Reason: To ensure that the development represent high quality design and meets the objectives of development plan policy as it relates to biodiversity in accordance with policies DM01 and DM16 of the Barnet Local Plan and policies 5.11 and 7.19 of the London Plan 2016.

37 Any clearance of existing vegetation (with the potential to support nesting birds) that is undertaken during the nesting season (1 March to 31 August) may only occur following a check by a qualified ecologist within 48 hours of these works being undertaken. If any active nests of birds are found, works must cease, the area left in situ and an appropriate buffer zone established until such time as a qualified ecologist confirms that the nest is no longer in active use.

Reason: To avoid the potential for an offence under the Wildlife and Countryside Act 1981, as amended.

38 a) The Detailed Planning Element and the Outline Planning Element shall not be brought into use or first occupied until details of the means of enclosure for that Element, including boundary treatments, have been submitted to and approved in writing by the Local Planning Authority.

b) Each Element of the development shall be implemented in accordance with the details approved as part of this condition before first occupation of that Element and retained as such thereafter.

Reason: To ensure that the proposed development does not prejudice the appearance of the locality and/or the amenities of occupiers of adjoining residential properties and to confine access to the permitted points in the interest of the flow of traffic and conditions of general safety on the adjoining highway in accordance with Policies DM01, DM03, DM17 of the Development Management Policies DPD (adopted September 2012), and Policies CS NPPF and CS1 of the Local Plan Core Strategy (adopted September 2012).

39 Part 1

Before development commences other than for investigative work:

a) Where 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.

b) 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

c) Where remediation of contamination on the site is required completion of the remediation detailed in the method statement shall be carried out for each Development Phase 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 of each phase 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 2016.

40 The mitigation scheme as detailed within the approved Air Quality Neutral Assessment shall be implemented in its entirety before any of the development is first occupied or the use commences and retained as such thereafter.

Reason: To ensure that the development does not have an adverse impact on air quality in the vicinity, in line with the Sustainable Design and Construction SPD (adopted October 2016) and Policies 3.2, 5.3 and 7.14 of the London Plan 2016.

41 All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" dated July 2014 (SPG), or subsequent guidance. Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority.

The developer shall keep an up to date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at <https://nrmm.london/>

Reason: In the interests of good air quality with regard to London Plan policies 5.3 and 7.14. In accordance with the Council's Sustainable Design and Construction SPD (adopted October 2016)

42 In respect of the Full Planning Element and the Outline Planning Element:

a) No development of either Element other than demolition works shall take place on site until a noise assessment for that Element, carried out by an approved acoustic consultant, which assesses the likely impacts of noise on the development in relation to construction activity and in relation to neighbouring residential properties including Pasteur Close 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 each Element 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 policies DM04 of the Development Management Policies DPD (adopted September

2012), the Sustainable Design and Construction SPD (adopted October 2016) and 7.15 of the London Plan 2016.

43 The level of noise emitted from any 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 2016.

44 a) No ventilation or extraction plant shall be installed in either the Full Planning Element or the Outline Planning Element until a report has been carried out by a competent acoustic consultant for that Element that assesses the likely noise impacts from the residential and/or commercial 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 Outline Planning Element 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 2016.

45 No reserved matters application for the Outline Planning Element required by condition 5 shall be submitted until a material start has taken place in connection with the construction of the new underground station. No residential unit shall be occupied until the new station is fully operational.

Reason: To ensure that sufficient public transport capacity improvements are delivered and in place to support the development and the surrounding Colindale opportunity area and to ensure the development accords with the outline permission in accordance with policies 6.1, 6.2, 6.3 & 6.4 of the London Plan 2016 and policies CS9 and DM17 of Barnet's adopted Local Plan.

46 Prior to the first use of the new station, details of public art features shall be submitted to and approved by the Local Planning Authority. Any artwork shall be installed in accordance with the approved details.

Reason: To ensure that the development represent high quality design and meets the objectives of development plan policy in accordance with policies CS5 and DM01 of the Barnet Local Plan and policies 1.1, 7.1, 7.4, 7.5 and 7.6 of the London Plan 2016.

47 Notwithstanding the submitted energy strategy, above-ground works on elements of the scheme approved in outline form must not commence until a finalised energy strategy prepared in accordance with current guidance, has been submitted to and approved in writing by the Local Planning Authority. The development must be implemented in accordance with the approved details.

Reason: To maximise on-site energy savings.

Informative(s):

1 A Planning Obligation under Section 106 of the Town & Country Planning Act 1990 (as amended) relates to this permission.

2 D2 Definitions

Definitions adopted for the purpose of the planning conditions are as follows:

'Hybrid Planning Permission'

The comprehensive redevelopment of the site comprising both the full planning permission for the demolition of existing buildings to provide a replacement railway station ticket hall building (up to 702 sq.m) with step-free access (sui Generis) and alterations at platform level, and including a retail store (Class A1) unit; and Outline planning permission for the erection of a mixed use development ranging from 6 to 29 storeys in height comprising of up to 860 sq.m of flexible A1/A2/A3/A4/A5 and B1/D1/D2 uses and up to 313 residential units (Class C3) together with provision of ancillary refuse, cycling and disabled parking spaces and associated works.

'Full Planning Element'

Development of a replacement railway station ticket hall building (up to 702 sq.m) with stepfree access (sui Generis) and including a retail store (Class A1) unit and associated works to which full planning permission applies within the land edged in green as detailed on approved Drawing CSR2343-BDP-MAC-N025-DRG-A-00101.

'Outline Planning Element'

Development comprising the erection of a mixed use development ranging from 6 to 29 storeys in height comprising of up to 860 sq.m of flexible A1/A2/A3/A4/A5 and B1/D1/D2 uses and up to 313 residential units (Class C3) together with provision of ancillary refuse, cycling and disabled parking spaces and associated works, the detail of which will be the subject of reserved matters within the land edged in red, but excluding the land edged in green as detailed on approved Drawing CSR2343-BDPMAC-

N025-DRG-A-00101.

'Commercial Units'

Any unit falling within Use Class A1, A2, A3, A4, A5, B1, D1 and/or D2.

Development Phase'

A development component or components (which may include Ground Works and Site

Preparation Works, Advanced Infrastructure Works, Surface Infrastructure Works, and

construction of buildings) as identified in the illustrative Phasing Plan (OPA-A-105 Rev.

02) or as otherwise subsequently amended.

'Ground Works and Site Preparation Works'

Include the following works:

- Demolition of existing structures including removal of asbestos, the stripping out of buildings, disconnecting services and grubbing up foundations.
- Removal of existing and surplus rubble from the site.
- Removal and / or relocation of services on the site including service trenches.
- Carrying out CAT scans on the site to confirm all existing services are clear.
- The erection or re-establishment of a hoarding line for the construction site.
- Providing piling matting.
- Providing clear health and safety information on the site.
- Piling works.
- Substructure and underground drainage works.

'Advanced Infrastructure Works'

Infrastructure required to serve the site as a whole, including:

- Installation of services and utilities.
- Installation of energy infrastructure.
- Ground levelling works.

'Surface Infrastructure Works'

Above ground infrastructure required to serve the site as a whole, including:

- Highways works.
- Surface landscaping works to implement public routes/realm.
- Surface landscaping works to implement public spaces.

'Construction'

- Superstructure works above the ground floor slab.

'Ticket Hall'

- Operational Station Ticket Hall Building

'Railway Station'

- Operational Railway Station

otherwise subsequently amended.

'Ground Works and Site Preparation Works'

Include the following works:

- Demolition of existing structures including removal of asbestos, the stripping out of buildings, disconnecting services and grubbing up foundations.
- Removal of existing and surplus rubble from the site.
- Removal and / or relocation of services on the site including service trenches.
- Carrying out CAT scans on the site to confirm all existing services are clear.
- The erection or re-establishment of a hoarding line for the construction site.
- Providing piling matting.
- Providing clear health and safety information on the site.
- Piling works.
- Substructure and underground drainage works.

'Advanced Infrastructure Works'

Infrastructure required to serve the site as a whole, including:

- Installation of services and utilities.
- Installation of energy infrastructure.
- Ground levelling works.

'Surface Infrastructure Works'

Above ground infrastructure required to serve the site as a whole, including:

- Highways works.
- Surface landscaping works to implement public routes/realm.
- Surface landscaping works to implement public spaces.

'Construction'

- Superstructure works above the ground floor slab.

'Ticket Hall'

- Operational Station Ticket Hall Building

'Railway Station'

- Operational Railway Station

3 The applicant is advised that the submitted Construction Method Statement shall include as a minimum details of:

Site hoarding

Wheel washing

Dust suppression methods and kit to be used

Site plan identifying location of site entrance, exit, wheel washing, hoarding, dust suppression, location of water supplies and location of nearest neighbouring receptors. Explain reasoning if not applicable.

For major developments only: confirmation that all Non Road Mobile Machinery (NRMM) comply with the Non Road Mobile Machinery (Emission of Gaseous and Particulate Pollutants) Regulations 1999. Proof within the contractor's specification that all NRMM will be registered on the local government website

Confirmation whether a mobile crusher will be used on site and if so, a copy of the permit and indented dates of operation.

For major developments only: provide a copy of an asbestos survey for smaller developments confirmation that a survey has been carried out.

Confirmation of the following: log book on site for complaints, work in accordance with British Standards BS 5228-1:2009+A1:2014 and best practicable means are employed; clear contact details on hoarding. Standard construction site hours are 8am-6pm Monday - Friday, 8am-1pm Saturday and not at all on Sundays and Bank Holidays. Bonfires are not permitted on site.

4 In complying with the contaminated land condition parts 1 and 2, reference should be made at all stages to appropriate current guidance and codes of practice. This would include:

1) The Environment Agency CLR & SR Guidance documents (including CLR11

'Model

Procedures for the Management of Land Contamination');

2) National Planning Policy Framework (2012) / National Planning Practice Guidance (2014);

3) BS10175:2011 - Investigation of potentially contaminated sites - Code of Practice;

4) Guidance for the safe development of housing on land affected by contamination, (2008) by NHBC, the EA and CIEH;

- 5) CIRIA report C665 - Assessing risks posed by hazardous ground gases to buildings;
- 6) CIRIA report C733 - Asbestos in soil and made ground: a guide to understanding and managing risks.

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

5 The applicant is advised to engage a qualified acoustic consultant to advise on the scheme, including the specifications of any materials, construction, fittings and equipment necessary to achieve satisfactory internal noise levels in this location. In addition to the noise control measures and details, the scheme needs to clearly set out the target noise levels for the habitable rooms, including for bedrooms at night, and the levels that the sound insulation scheme would achieve.

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

This needs to be considered in the context of room ventilation requirements. The details of acoustic consultants can be obtained from the following contacts: a) Institute of Acoustics and b) Association of Noise Consultants.

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

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

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

6 CONSTRUCTION ADJACENT TO PUBLIC HIGHWAY

For construction works adjacent to the public highways, the applicant must contact the council's First Contact on 0208 359 2000 for any necessary Highways Licenses.

7 HIGHWAYS REPAIR

The Highway Authority will require the applicant to give an undertaking to pay additional costs of repair or maintenance of the public highway in the vicinity of the site

should the highway be damaged as a result of construction traffic movements. The construction traffic will be deemed "extraordinary traffic" for the purposes of Section 59 of the Highways Act 1980. Under this section, the Highway Authority can recover the cost of excess expenses for maintenance of the highway resulting from excessive weight or extraordinary traffic passing along the highway. It is to be understood that any remedial works for such damage will be included in the estimate for highway works. The applicant is advised that photographic records should be kept of the public highway likely to be affected by the development proposal prior to commencement of any construction or demolition works on site.

8 RELOCATION OF STREET FURNITURE

The applicant is advised that any street furniture or lighting column affected by the proposed works would be relocated under a rechargeable works agreement by the Council's term contractor for Highway Works. You may obtain an estimate for this work from Development & Regulatory Services, Barnet House, 1255 High Road, Whetstone, N20 0EJ.

9 ALTERATION TO ON-STREET WAITING AND LOADING RESTRICTIONS

The applicant is advised that the proposed development may involve alterations to the existing on-street waiting and loading restrictions. Alterations to on-street waiting and loading restrictions will be subject to a statutory consultation period. The Council cannot pre-judge the outcome of the consultation process.

10 S38 WORKS

The costs of any associated works on the public highway, including reinstatement works, will be borne by the applicants and will require the Applicant to enter into a rechargeable agreement or a S38 Agreement under the Highways Act 1980.

11 S278 WORKS

The costs of any associated works on the public highway, including reinstatement works, will be borne by the applicants and will require the Applicant to enter into a rechargeable agreement or a S278 Agreement under the Highways Act 1980.

12 Adoption of Proposed Road Layout

Should the scheme be adopted, a commuted sum may be required. This will only be estimated once an application for a S278/S38 is made.

13 The Community Infrastructure Levy (CIL) applies to all 'chargeable development'. This is defined as development of one or more additional units, and / or an increase to existing floor space of more than 100 sq m. Details of how the calculations work are provided in guidance documents on the Planning Portal at www.planningportal.gov.uk/cil.

The Mayor of London adopted a CIL charge on 1st April 2012 setting a rate of £35 per sq m on all forms of development in Barnet except for education and health developments which are exempt from this charge. Your planning application has been assessed at this time as liable for a £202,230 payment under Mayoral CIL.

The London Borough of Barnet adopted a CIL charge on 1st May 2013 setting a rate of £135 per sq m on residential and retail development in its area of authority. All other uses and ancillary car parking are exempt from this charge. Your planning application has therefore been assessed at this time as liable for a £315,360 payment under Barnet CIL.

Please note that Indexation will be added in line with Regulation 40 of Community Infrastructure Levy.

Liability for CIL will be recorded to the register of Local Land Charges as a legal charge upon your site payable should you commence development. Receipts of the Mayoral CIL charge are collected by the London Borough of Barnet on behalf of the Mayor of London; receipts are passed across to Transport for London to support Crossrail, London's highest infrastructure priority.

You will be sent a 'Liability Notice' that provides full details of the charge and to whom it has been apportioned for payment. If you wish to identify named parties other than the applicant for this permission as the liable party for paying this levy, please submit to the Council an 'Assumption of Liability' notice, which is also available from the Planning Portal website.

The CIL becomes payable upon commencement of development. You are required to submit a 'Notice of Commencement' to the Council's CIL Team prior to commencing on site, and failure to provide such information at the due date will incur both surcharges and penalty interest. There are various other charges and surcharges that may apply if you fail to meet other statutory requirements relating to CIL, such requirements will all be set out in the Liability Notice you will receive. You may wish to seek professional planning advice to ensure that you comply fully with the requirements of CIL Regulations.

If you have a specific question or matter you need to discuss with the CIL team, or you fail to receive a 'Liability Notice' from the Council within 1 month of this grant of planning permission, please email us at: cil@barnet.gov.uk.

Relief or Exemption from CIL:

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

You can apply for relief or exemption under the following categories:

1. Charity: If you are a charity, intend to use the development for social housing or feel that there are exception circumstances affecting your development, you may be eligible for a reduction (partial or entire) in this CIL Liability. Please see the documentation published by the Department for Communities and Local Government at https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6314/19021101.pdf
2. Residential Annexes or Extensions: You can apply for exemption or relief to the collecting authority in accordance with Regulation 42(B) of Community Infrastructure Levy Regulations (2010), as amended before commencement of the chargeable development.

3. Self Build: Application can be made to the collecting authority provided you comply with the regulation as detailed in the [legislation.gov.uk](http://www.legislation.gov.uk)

Please visit:

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

1. MATERIAL CONSIDERATIONS

1.1 Key Relevant Planning Policy

Introduction

Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires that development proposals shall be determined in accordance with the development plan unless material considerations indicate otherwise. In this case the development plan is The London Plan 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.

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.

National Planning Policy Framework (February 2019)

The 2019 NPPF was adopted in February 2019 replacing the 2012 NPPF and includes minor clarifications to the revised version published in July 2018. The NPPF sets out the Government's planning policies for England and how these should be applied¹. It provides a framework within which locally-prepared plans for housing and other development can be produced.

The NPPF states that "good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people". The NPPF also 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', unless any adverse impacts of a development would "significantly and demonstrably" outweigh the benefits.

The Mayor's London Plan 2021

The London Plan (2021) published 2nd March 2021 sets out the Mayor's overarching strategic planning framework from 2019 up to 2041. This document replaced the London Plan 2016.

The London Plan policies (arranged by chapter) most relevant to the determination of this application are as follows:

Chapter 1

GG1 Building strong and inclusive communities

GG2 Making the best use of land

GG3 Creating a healthy city

GG4 Delivering the homes Londoners need

GG5 Growing a good economy

GG6 Increasing efficiency and resilience

Chapter 2

Policy SD3 Growth locations in the Wider South East and beyond

Policy SD10 Strategic and local regeneration

Chapter 3

Policy D1 London's form, character and capacity for growth

Policy D2 Infrastructure requirements for sustainable densities

Policy D3 Optimising site capacity through the design-led approach

Policy D4 Delivering good design

Policy D5 Inclusive design

Policy D6 Housing quality and standards

Policy D7 Accessible housing

Policy D8 Public realm

Policy D9 Tall Buildings

Policy D11 Safety, Security and resilience to emergency

Policy D12 Fire safety

Policy D14 Noise

Chapter 4

Policy H1 Increasing housing supply

Policy H2 Small sites

Policy H3 Meanwhile use as housing

Policy H4 Delivering affordable housing

Policy H5 Threshold approach to applications

Policy H6 Affordable housing tenure

Policy H7 Monitoring of affordable housing

Policy H8 Loss of existing housing and estate redevelopment

Policy H10 Housing size mix

Policy H11 Build to Rent

Chapter 5

Policy S4 Play and informal recreation

Policy S5 Sports and recreation facilities

Chapter 6

Policy E1 Offices

Policy E2 Providing suitable business space

Policy E3 Affordable workspace

Chapter 7

Policy HC3 Strategic and Local Views
Policy HC4 London View Management Framework

Chapter 8
Policy G1 Green infrastructure

Policy G4 Open space
Policy G5 Urban greening
Policy G6 Biodiversity and access to nature
Policy G7 Trees and woodlands

Chapter 9
Policy SI 1 Improving air quality
Policy SI 2 Minimising greenhouse gas emissions
Policy SI 3 Energy infrastructure
Policy SI 4 Managing heat risk
Policy SI 5 Water infrastructure
Policy SI 6 Digital connectivity infrastructure
Policy SI 7 Reducing waste and supporting the circular economy
Policy SI 8 Waste capacity and net waste self-sufficiency
Policy SI 12 Flood risk management
Policy SI 13 Sustainable drainage
Policy SI 17 Protecting and enhancing London's waterways

Chapter 10
Policy T1 Strategic approach to transport
Policy T2 Healthy Streets
Policy T3 Transport capacity, connectivity and safeguarding
Policy T4 Assessing and mitigating transport impacts
Policy T5 Cycling
Policy T6 Car parking
Policy T6.1 Residential parking
Policy T6.2 Office parking
Policy T9 Funding transport infrastructure through planning

Chapter 11
Policy DF1 Delivery of the Plan and Planning Obligations

Mayoral Supplementary Guidance

Sustainable Design and Construction (April 2014)

The Sustainable Design and Construction (SPG) seeks to design and construct new development in ways that contribute to sustainable development.

Accessible London: Achieving an Inclusive Environment (October 2014)

The strategy sets out to provide detailed advice and guidance on the policies in the London Plan in relation to achieving an inclusive environment.

Planning for Equality and Diversity in London (October 2007)

This guidance sets out some of the overarching principles that should guide planning for equality in the London context.

All London Green Grid (March 2012)

This strategy provides guidance for designing and managing green and open spaces to bring about previously unrealised benefits. In doing so, we aim to encourage boroughs, developers, and communities to collectively increase the delivery of green infrastructure for London.

The control of dust and emissions during construction and demolition (July 2014)

The aim of this supplementary planning guidance (SPG) is to reduce emissions of dust, PM₁₀ and PM_{2.5} from construction and demolition activities in London.

Play and Informal Recreation (September 2012)

Provides guidance to Local Authorities and development to estimate the potential child yield from a development, and the resulting requirements for play space provision.

Housing (March 2016)

The housing SPG provides revised guidance on how to implement the housing policies in the London Plan.

Affordable Housing and Viability (August 2017)

Set's out the Mayor's policies for assessing and delivering affordable housing and estate renewal.

Mayor's Transport Strategy (2018)

This Strategy outlines some of the key transport challenges in London such as poor quality public transport and high volumes of cars on some roads. 3.5.2 The Strategy places an emphasis on reducing car dependency and encouraging an increased use of walking, cycling and public transport use. To help encourage this modal shift, the Strategy has adopted the Healthy Streets Approach, which aims to improve and enhance the overall street environment. 3.5.3 In outer London, it is highlighted that streets are often dominated with cars and that significant transport improvements will be required to reduce this dependency. It encourages a more integrated approach to planning transport and housing. Within Outer London, new or enhanced bus services will be introduced to reduce car dependency and support growth, particularly around Elizabeth line stations and in areas where housing growth is expected, including Colindale. 3.5.4 In addition, the strategy also focuses on delivering new homes and jobs on transport land and by 2020/21 aims to start on working on property development sites that will deliver 10,000 new homes.

Relevant Local Plan (2012) Policies

Barnet's Local Plan is made up of a suite of documents including the Core Strategy and Development Management Policies Development Plan Documents (DPD which were both adopted on 11 September 2012. The Local Plan development plan policies of most relevant to the determination of this application are:

Core Strategy (Adopted 2012):

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

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

CS5 (Protecting and enhancing Barnet's character to create high quality places)

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 integrated community facilities and uses+)

CS11 (Improving health and wellbeing in Barnet)

CS13 (Ensuring the efficient use of natural resources)

CS15 (Delivering the Core Strategy)

Development Management Policies (Adopted 2012):

DM01 (Protecting Barnet's character and amenity)

DM04 (Environmental considerations for development)

DM05 (Tall Buildings)

DM14 (New and existing employment space)

DM13 (Community and education uses)

DM16 (Biodiversity)

DM17 (Travel impact and parking standards)

Barnet's Local Plan (Reg 18) 2020

Barnet's Local Plan -Reg 18 Preferred Approach was approved for consultation on 6th January 2020. The Reg 18 document sets out the Council's preferred policy approach together with draft development proposals for 67 sites. It is Barnet's emerging Local Plan.

The Local Plan 2012 remains the statutory development plan for Barnet until such stage as the replacement plan is adopted and as such applications should continue to be determined in accordance with the 2012 Local Plan, while noting that account needs to be taken of emerging policies and draft site proposals.

Supplementary Planning Documents and Guidance

The Council has a number of adopted Supplementary Planning Documents (SPDs) which provide detailed guidance that supplements policies in the adopted Local Plan, and sets out how sustainable development will be delivered in Barnet including generic environmental requirements to ensure that new development within Barnet meets sufficiently high environmental and design standards. They are material considerations for the determination of planning applications:

Colindale Area Action Plan 2010

The Colindale Area Action Plan sets out the Council's comprehensive but flexible long term strategy to manage change and deliver high quality sustainable development in Colindale.

Colindale Underground Station Supplementary Planning Document February 2019

The Grahame Park SPD provided site specific advice for the development of the Colindale Underground Site.

Local Supplementary Planning Documents:
Sustainable Design and Construction (April 2013)
Planning Obligations (April 2013)

1.2 Key Relevant Planning History

Rear Of Colindale Station Plaza Comprising Land Of Former Station House And Part Of Former Colindale Hospital Site, Colindale Avenue, London, NW9 5HG

H/01110/13 dated 3 April 2014

Planning permission was granted on 3rd April 2014 for the 'construction of a part 7, part 18 storey mixed use building comprising 55 room Apart-Hotel (Use Class C1), 319 student accommodation units (Sui Generis), four commercial units (Use Class A1/A3) and gym (Use Class D2) along with associated car parking and landscaping'.

H/03131/14 dated 27.08.2014

Application to make minor amendments to the approved development (ref H/01110/13, approved 3rd April 2014 for 'construction of a part 7, part 18 storey mixed use building comprising 55 room Apart-Hotel (Use Class C1), 319 student accommodation units (Sui Generis), four commercial units (Use Class A1/A3) and gym (Use Class D2) along with associated car parking and landscaping') comprising: 1) Alterations to floor layouts to provide teaching rooms for student residents, reorganisation of student and hotel common areas and mezzanine retail floorspace; 2) Addition of second basement level; 3) Associated external alterations.

19/0859/OUT dated 10.03.2020

Hybrid planning application for comprehensive redevelopment of the site comprising full planning permission involving demolition of existing buildings to provide a replacement railway station ticket hall building (702 sq.m) with step free access (sui Generis) and including a retail store (Class A1) unit. Outline planning consent for the erection of a mixed use development ranging from 6 to 29 storeys in height comprising of up to 860 sq.m of flexible A1/A2/A3/A4/A5 and B1/D1/D2 uses and up to 313 residential units (Class C3) together with provision of ancillary refuse, cycling and disabled parking spaces and associated works.

20/5018/NMA dated 12.11.2020

Non material amendment to planning permission 19/0859/OUT dated 10/03/2020 for 'Hybrid planning application for comprehensive redevelopment of the site comprising full planning permission involving demolition of existing buildings to provide a replacement railway station ticket hall building (702 sq.m) with step free access (sui Generis) and including a retail store (Class A1) unit. Outline planning consent for the erection of a mixed use development ranging from 6 to 29 storeys in

height comprising of up to 860 sq.m of flexible A1/A2/A3/A4/A5 and B1/D1/D2 uses and up to 313 residential units (Class C3) together with provision of ancillary refuse, cycling and disabled parking spaces and associated works. (SUBJECT TO LEGAL AGREEMENT DATED 6 MARCH 2020) Amendments to wording
In the phrase "replacement railway station ticket hall building (702 sq.m) " we wish to insert "up to" before "702sqm".

1.3 Public Consultations by the Council and Views Expressed

Public Consultation

2449 local residents were consulted on the planning application by letter on 24.02.2021. The application was advertised in the local press on 4 March 2021 and site notices were put up on site on 4 March 2021. The consultation process carried out for this application is considered to be appropriate for a development of this nature. The extent of consultation exceeded the requirements of national planning legislation and the Council's own adopted policy.

Public Representations

As a result of the consultation, a total of 20 responses have been received with 19 objections and 1 letter neither supporting or opposing the application.

The comments received from members of the public have been summarised as follows:

Summary of main points raised by members of the public in objecting to the scheme.

Object to the development of more high rise flats in Colindale.
Existing roads unable to cope with new development and tubes and buses are also overcrowded. Development would add to congestion on these.
Impact on other local services i.e. schools/ Health services, leisure services etc.
Proposed height at 29 storeys out of keeping with surrounding development
Colindale already overcrowded and does not need more residential development.
Proposed high rise buildings will cause a loss of light to surrounding properties.
Proposed density of residential population in this area would result in mental health issues and conflict between residents, workers and visitors.
Development should be paused in Colindale until the full cumulative impact of development on services and the local transport network have been fully assessed and mitigated for.
Along with improvements to capacity at Colindale provision should be made for an additional tube station in the area between Colindale and Hendon Central.
Proposed flats do not take account of the lessons of Covid and need for lower densities and more open space.
Proposed heights of residential development should be limited to height of residential accommodation at the rear of the site.

Letters of Representation neither supporting or opposing application

Station proposals alone supported particularly step free access, surrounding residential development opposed;

Officer Comment

All of the above representations have been taken into account in the officer assessment, which form part of the officer assessment below. It is noted that the only elements of change which are being altered under this S73 application concern alterations to the station building. No changes are proposed to the residential element of the scheme which are the same as approved in the extant planning permission 19/0859/OUT dated 10/03/2020.

Elected Representatives.

Andrew Dismore London Assembly Member for Barnet & Camden (Former)

I am writing to object to the above application in my capacity as London Assembly Member for Barnet and Camden.

Whilst I support the improvements to the station, especially the provision of step-free access, the overall scheme and plan for the site is likely to create a number of new problems, as well as exacerbate many existing local problems.

Firstly, Colindale Avenue is already extremely congested and far too narrow for the sheer volume of traffic passing through it. It is not possible to increase capacity through introducing cycle lanes etc, so new residents will create new traffic.

Although this development is near a station and bus routes, there is insufficient parking for residential needs, and the car park for the station is being removed. This places pressure on already over-used local roads.

The proposed developments are still too high, with the tallest reaching 29 storeys. This is by far the tallest building in an area that has too many tall buildings. Putting so many people cheek by jowl is unhealthy and leads to a poor quality of life. We have seen during the Covid Pandemic how problematic high density living is, and the impact a lack of local amenities, such as green space can be on mental and physical wellbeing.

Finally, the impact of this development, with a substantial increase in population and demand for local services will be unmet. There has never been properly planning for Colindale and the health and education provision needed. This will only make a bad situation worse.

Consultation responses from neighbouring associations other non-statutory bodies.

No comments received from these bodies.

Consultation Responses from Statutory Consultees

Greater London Authority (GLA)

The applicant proposes: Variation of condition 1 (Approved Plans) of planning reference 19/0859/OUT, dated 10/03/20 for ' Hybrid planning application for comprehensive redevelopment of the site comprising full planning permission involving demolition of existing buildings to provide a replacement railway station ticket hall building (702 sq.m) with step free access (Sui Generis) and including a retail store (Class A1) unit. Outline planning consent for the erection of a mixed use development ranging from 6 to 29 storeys in height comprising of up to 860 sq.m of flexible A1/A2/A3/A4/A5 and B1/D1/D2 uses and up to 313 residential units (Class C3) together with provision of ancillary refuse, cycling and disabled parking spaces and associated works.

Variation to include alteration to station design including reduction in height, internal layout changes and external elevational alterations.

I have assessed the details of the application and, given the scale and nature of the proposals, conclude that the amendments to the station design do not give rise to any new strategic planning issues. The applicant should continue to engage with Transport for London as part of the local consultation process.

Therefore, under article 5(2) of the above Order the Mayor of London does not need to be consulted further on this application. Your Council may, therefore, proceed to determine the application without further reference to the GLA. I will be grateful, however, if you would send me a copy of any decision notice and section 106 agreement.

Transport for London (TfL)

TfL have no objections to this application.

Thames Water (TW)

Waste Comments

Following initial investigations, Thames Water has identified an inability of the existing foul water network infrastructure to accommodate the needs of this development proposal. Thames Water request that the following condition be added to any planning permission. No properties shall be occupied until confirmation has been provided that either:- all wastewater network upgrades required to accommodate the additional flows from the development have been completed; or- a housing and infrastructure phasing plan has been agreed with Thames Water to allow additional properties to be occupied. Where a housing and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed housing and infrastructure phasing plan. Reason - The development may lead to sewage flooding and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional flows anticipated from the new development. Any necessary reinforcement works will be necessary in order to avoid sewer flooding and/or potential pollution incidents." The developer can request information to support the discharge of this condition by visiting the Thames Water website at

thameswater.co.uk/preplanning. Should the Local Planning Authority consider the above recommendation inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Planning Department (telephone 0203 577 9998) prior to the planning application approval.

Thames Water would advise that with regard to surface water network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.

Water Comments

With regard to water supply, this comes within the area covered by the Affinity Water Company. For your information the address to write to is - Affinity Water Company The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333.

Metropolitan Police Crime Prevention Design Advisor

Detailed advise provided in relation to the proposal and request that commercial and residential buildings should achieve Secured by Design accreditation.

London Fire Brigade

No Objections

Internal Consultation responses

Urban Design

No objections raised detailed comments incorporated in officer report below.

Transport and Regeneration

No in principle objections raised.

Environmental Health

No Objections raised subject to the attachment of appropriate conditions. Further information requested in relation to air quality.

Drainage

No Objections raised subject to conditions and following clarifications

2. DESCRIPTION OF THE SITE, SURROUNDINGS AND PROPOSAL

2.1 Site Description and Surroundings

The Application Site measures 0.76 ha in site area and extends from Colindale Station to Pasteur Close. As well as the station with associated retail unit and public car-park (23 pay and display spaces), the area includes 167-173 Colindale Avenue a line of two storey residential properties. The red line boundary also extends to the opposite side of Colindale Avenue encompassing the bridge widening works and public realm improvements.

The site is located within the Colindale opportunity area and the surrounding area is characterised by several large scale residential developments including the completed Fairview Homes schemes (British Newspaper library and Colindale Hospital sites) to the west of the railway line and the under construction Redrow development (Colindale Gardens) to the east of the site on the opposite side of Colindale Avenue. Other major developments in the surrounding area include the St Georges development at Beaufort Park a short distance to the north east. In contrast to these more recent developments the housing located to the north and north east behind the station is lower in scale comprising of 2 storey houses and 3 storey apartment blocks in Pasteur Close and along Colindale Avenue.

2.2 Description of the Proposed Development

Background

On 10th March 2020, the London Borough of Barnet granted planning permission (ref: 19/0859/OUT) at Colindale And 167 - 173 Colindale Avenue And Flats 1- 6 Agar House, Colindale Avenue, NW9 5HJ for:

“Hybrid planning application for comprehensive redevelopment of the site comprising full planning permission involving demolition of existing buildings to provide a replacement railway station ticket hall building (702 sq.m) with step free access (sui Generis) and including a retail store (Class A1) unit. Outline planning consent for the erection of a mixed use development ranging from 6 to 29 storeys in height comprising of up to 860 sq.m of flexible A1/A2/A3/A4/A5 and B1/D1/D2 uses and up to 313 residential units (Class C3) together with provision of ancillary refuse, cycling and disabled parking spaces and associated works.”

The Section 73 Application

The current application is made under Section 73 of the Town and Country Planning Act 1990 which seeks planning permission to vary the wording of condition 1 (Approved Plans) pursuant to planning permission ref. 19/0859/OUT dated 10/03/2020 to make the following amendments to the approved plans.

Add the following document to the approved list:

Colindale DAS Addendum - 260121_UIP3395-ATK-PRM-N025-RPT-AR-00001
(contains the revised drawings listed below)

Remove the following drawings from the approved list:

CSR2343BDPMACN025DRGA00101 Masterplan
CSR2343BDPMACN025DRGA20001 Site Ground Floor Plan
CSR2343BDPMACN025DRGA20003 Site Roof Plan
CSR2343BDPMACN025DRGA20100 GA Plan Platform Plan
CSR2343BDPMACN025DRGA20101 GA Plan Ground Floor Plan

CSR2343BDPMACN025DRGA20102GA Plan Mezzanine Plan
CSR2343BDPMACN025DRGA20103GA Plan Roof Plan
CSR2343BDPMACN025DRGA20201GA Section East Section
CSR2343BDPMACN025DRGA20202GA Section North Section
CSR2343BDPMACN025DRGA20203GA Section South Section
CSR2343BDPMACN025DRGA20204GA Section West Section
CSR2343BDPMACN025DRGA20210Detail Section East
CSR2343BDPMACN025DRGA20211Detail Section West
CSR2343BDPMACN025DRGA20212Detail Section South
CSR2343BDPMACN025DRGA20301GA Elevation North Elevation
CSR2343BDPMACN025DRGA20302GA Elevation South Elevation
CSR2343BDPMACN025DRGA20303GA Elevation West Elevation
CSR2343BDPMACN025DRGA20304GA Elevation East Elevation
CSR2343BDPMACN025DRGA20311GA Internal Elevations Page 1
CSR2343BDPMACN025DRGA20312GA Internal Elevations Page 2

And replace with:

UIP3395-ATK-PRM-N025-DRG-AR-00001Site_Masterplan
UIP3395-ATK-PRM-N025-DRG-AR-00003Site_Roof Plan
UIP3395-ATK-PRM-N025-DRG-AR-00004Platform Plan
UIP3395-ATK-PRM-N025-DRG-AR-00005Concourse Plan
UIP3395-ATK-PRM-N025-DRG-AR-00006Mezzanine Plan
UIP3395-ATK-PRM-N025-DRG-AR-00007Roof Plan
UIP3395-ATK-PRM-N025-DRG-AR-00008Section AA
UIP3395-ATK-PRM-N025-DRG-AR-00009Section BB
UIP3395-ATK-PRM-N025-DRG-AR-00010Section CC
UIP3395-ATK-PRM-N025-DRG-AR-00011Section DD
UIP3395-ATK-PRM-N025-DRG-AR-00015Elevation North
UIP3395-ATK-PRM-N025-DRG-AR-00016Elevation South
UIP3395-ATK-PRM-N025-DRG-AR-00017Elevation East
UIP3395-ATK-PRM-N025-DRG-AR-00018Elevation West
UIP3395-ATK-PRM-N025-DRG-AR-00020Detail Section Front
UIP3395-ATK-PRM-N025-DRG-AR-00021Detail Section Back
UIP3395-ATK-PRM-N025-DRG-AR-00022Detail Section Cross

These plan changes are to facilitate the following design changes to the scheme:

1. Building height reduction;
2. Alteration to layout in ticket hall and removal of mezzanine level;
3. Building length reduction;
4. Glued laminated timber (glulam) timber arch change and removal of columns at platform and ticket hall levels;
5. Blue roof installation and change to roof profile;
6. Removal of street elevation canopy vertical elements;
7. Replacement of shallow vertical fins on north and south façades with projecting mullions;
8. Replacement of columns at track level with continuous RC wall;
9. Internal cladding amendment;
10. Platform canopy;
11. Retail unit internal height increase;

12. Retail glazing amendments.

3. PLANNING CONSIDERATIONS

3.1 Principle of Development

3.1 Principle of Development

The National Planning Practice Guidance (NPPG) advises that a minor material amendment *“is likely to include any amendment where its scale and/or nature results in a development which is not substantially different from the one which has been approved.”*

Pre-application discussions were undertaken with the Applicant and consideration has been given as to the effect of the amendments to the approved development, including whether it would:

- Result in a change that is minor in terms of its scale;
- Result in a change that is minor in terms of its impact on amenity and visual impact;
- Would comply with material planning considerations.

It was judged that the proposed amendments were minor material and the submission of a Section 73 application was the appropriate route for this application.

Baseline Position

As stated above, planning permission 19/0859/OUT approved the principle of the Colindale underground Station redevelopment and associated residential redevelopment. In this context, and in accordance with the NPPG, the key considerations in the determination of the application are:

1. Whether planning policies (and other material considerations) have changed since the hybrid permission was granted; and
2. Whether the proposed amendments are acceptable (having regard to the Development Plan and other material considerations).

Changes to Planning Policy and Other Material Considerations

As mention above, since planning permission 19/0859/OUT was granted, while there has been some changes to the wording of the NPPF, there are no implications from this revised document which would materially affect the current application. The latest version of the London Plan was adopted post approval of this application, however again there are no implications from this revised document which would materially affect the current application.

Assessment of Proposed Amendments

The proposed amendments concern amendments to the full station part of the proposal only and do not alter any of the plans pursuant to the outline element of the proposal i.e. the residential led mixed use development, and as such matters

raised as part of the public consultation in relation to this part of the proposal are not material to the consideration of this S73 application.

The main issues arising out of the changes are considered to be the following:

Design;
Neighbouring Amenity;
Public Transport Capacity.

3.2 Design

High quality design underpins the sustainable development imperative of the NPPF 2019, as well as London Plan (2021) chapter 3 'Design', in particular policies D4 'Delivering good Design', D8 'Public Realm' and D9 'Tall. In addition, Barnet Core Strategy DPD (2012) policies CS NPPF, CS1 and CS5 as well as Development Management Policies DPD (2012) DM01, DM02, DM03, DM05.

Design background Colindale SPD

The Colindale SPD was developed in order to provide a clear framework for the development of a planning application, which would accord with Council policies and meet the aims and aspirations of the Council for the development of this important site.

The stated aim of the SPD was to help inform the preparation of future planning applications associated with:

- Redevelopment of Colindale Underground Station
- Development in the area immediately adjoining the Station, including around the rail tracks, the existing station car-park, the embankment to the north-east of the Station, 167-173 Colindale Avenue and Agar House (1-6) Colindale Avenue; and
- Delivery of highway, public realm and bridge improvements on Colindale Avenue immediately adjacent to the Underground Station

Background Hybrid Planning Approval.

A planning application was subsequently submitted in February 2019 for the redevelopment of the station site to provide an improved station along with an associated residential led mixed use development adjoining the station site. The description of this application was as follows.

'Hybrid planning application for comprehensive redevelopment of the site comprising full planning permission involving demolition of existing buildings to provide a replacement railway station ticket hall building (702 sq.m) with step free access (sui Generis) and including a retail store (Class A1) unit. Outline planning consent for the erection of a mixed use development ranging from 6 to 29 storeys in height comprising of up to 860 sq.m of flexible A1/A2/A3/A4/A5 and B1/D1/D2 uses and up to 313 residential units (Class C3) together with provision of ancillary refuse, cycling and disabled parking spaces and associated works.'

Barnet's Planning Committee resolved on the 24th July 2019 to grant planning permission for the development subject to no objection from the mayor and the completion of a S106. Planning permission was subsequently granted on the 10th March 2020.

Layout

The proposed layout is broadly identical to the extant approval with the ticket hall being located over the railway lines with a new enlarged area of public pavement providing an improved access over the current station. The residential elements within the outline element of the proposal are unchanged.

Height, bulk, scale and massing

The extant planning permission provided for a new station in the centre of the site, along with three residential towers adjacent to the site the tallest of which was 29 storeys in height.

The proposed amendments do not make any changes to the residential elements of the proposal and concern changes to the station building only. This is predominately of a similar form but is 1m lower than the extant approval and the length of the building is also slightly reduced. In addition to this the rear portion of the roof is cut away to provide an intensively landscaped 'blue roof' to add to biodiversity and to accommodate rainwater fall.

The proposed changes to the massing are minor in nature and would not significantly alter the visual appearance of the station when viewed from Colindale Avenue. The reduction of mass at the rear would represent a minor improvement when viewed from neighbouring residential gardens although this in itself is insignificant in the context of the proposed residential elements of the wider scheme which are not being altered under this application.

Detailed Design and Appearance

As mentioned above the only aspect of the proposed for which changes are proposed and indeed the only matter for which detailed consent has been granted concern the station building.

The consented station proposed a large single storey structure with a curved cantilevered metal seam canopy utilising bronze and timber supports extending to ground level. Internally the scheme proposed a glued laminated roof support along with bronze and timber finishing to reflect early aeronautical materiality.

The current application proposes changes to this extant approval both internally and externally. Externally the main changes are from a visual perspective. While the proposal still has a metal seemed roof, the side returns which previously extended to pavement level have been removed to avoid interference with pedestrian flow, to reduce wind loading and to reduce the load of the structure. The proposal also proposes changes to the external face of the front and rear façades replacing the consented shallow vertical fins with projecting mullions. The proposed frontage is

still predominately glazed behind the fins and the glazing to the retail unit at ground floor level is slightly increased. Overall while the proposed external appearance of the station is clearly different than the extant scheme it would still represent a high quality of design which would project a sense of presence representing an appropriate landmark entrance into Colindale.

External but internally to the station alterations are also proposed at platform level with the replacement of columns with a continuous rain cladding, enabling the incorporation of public art showing the history of the area. The canopy over the north stair (which provides the primary access from concourse to platform) has been altered and extended in length to ensure that passengers are protected from the weather and to prevent the stairs becoming slippery.

Internally the internal layout of the station is altered with the previously proposed mezzanine being removed and the plant room and station office being reduced in size increasing the size of the internal concourse improving passenger flow. Changes are also proposed to internal roof structure of the station with the proposed plate beams being replaced with a gulam arched structure. The resultant appearance while different from the extant scheme is arguable more open in appearance and along with the reduction in height at the rear of the station help create a more naturally lit and open station concourse.

Overall in design terms the proposed alterations both internal and external are considered acceptable do not fundamentally alter the nature of the original permission and represent an appropriate design quality which would enhance the Colindale area.

Safety, security and crime mitigation

Pursuant to London Plan policy D11 and Barnet Core Strategy Policy CS12, the metropolitan police were consulted in regards to the scheme. Advice has been received raising no objections to the scheme subject to the future residential accommodation achieving secured by design accreditation. Detailed advice also provided regarding preventing moped crime, anti social behaviour, vehicular terrorist attacks and the expected standards of doors and windows. It is considered that these matters will be safeguarded through the proposed highway works and future reserved matters applications. It is noted that the proposed public realm outside the station is unchanged as a result of these proposals.

3.3 Amenities of Neighbouring and Future Residents

Part of the 'Sustainable development' imperative of the NPPF 2019 is pursuing improvements to amenity through the design of the built environment (para 9). Amenity is a consideration of London Plan 2021 Chapter 3 'Design. In addition Barnet Development Management Policies DPD (2012) DM01 as well as the Sustainable Design and Construction SPD provide further requirements and guidance.

The proposed application does not alter the larger residential elements of the proposal contained within the outline element of the proposal, which included 3

residential towers up to 29 storeys in height. It was this outline element rather than the station which caused the most impact to neighbouring residential properties rather than the station element.

In an event the proposed amendments reduce rather than increase the massing of the station building in relation to neighbouring residential properties although given that the new station building in any event resulted in minimal impact this is not considered either a positive or negative aspect of the application.

3.4 Transport, highways and parking

The Colindale station is based on the latest cumulative demand forecast for the station taken from TfL's strategic forecasting models that include planned and committed development in the area. This forecast demand is increased by 30% for station design purposes to ensure that sufficient capacity is provided that allows for uncertainty in future forecast demand and thereby future-proofs the design. In addition, the design of the station will have been based on demand during the identified peak hour (whatever time period this covers) within the morning and evening peak periods.

The proposed amendments do not add any new traffic generating uses and as such would not affect traffic or pedestrian flows over the extant approval or affect the position or quantity of vehicular spaces over the extant approval.

Colindale underground station provides access to the Northern Line, allowing passengers to travel northwards to Edgware Road and southwards to Central London and Morden. The AM peak service frequency is approximately 1 train every 3 minutes.

The design of the extant proposals for Colindale station was and is based on the latest cumulative demand forecast for the station taken from TfL's strategic forecasting models that include planned and committed development in the area. This forecast demand is increased by 30% for station design purposes to ensure that sufficient capacity is provided that allows for other unaccounted for developments in the surrounding area.

The proposed internal changes proposed as part of this S73 application would as previously mentioned marginal improve pedestrian flow within the station and then would if anything have a positive impact in terms of enabling the new station to accommodate increased passenger flows as a result of development in the Colindale area. The comment raised as part of the public consultation regarding their suggestion that another tube station should also be built between Colindale and Hendon falls outside the remit of this S73 application.

3.5 Viability, Planning Obligations & CIL

S106 obligations & viability

Policy CS15 of the Barnet Local Plan states that where appropriate the Council will use planning obligations to support the delivery of infrastructure, facilities and

services to meet the needs generated by development and mitigate the impact of development.

The extant approval provided for the provision of **50%** affordable housing by habitable room along with other contributions such as carbon offset payments along with the highway works to address the improvement works to Colindale Avenue. Other obligations included a late stage viability review, travel plan requirements and a restriction preventing future residents applying for parking permits.

This agreement will be carried over to this planning permission sought via means of a deed of modification. We have reviewed the agreement and consider there to be no need to amend the content of the agreement on the following grounds:

- The application proposals will allow a revised scheme to be delivered, but one which is not substantively different to that already approved under the previous planning permission meaning the amendments will not give rise to any different impacts which would necessitate any new planning obligations.
- There has been no change to policy to warrant changes to the scope of planning obligations necessary to make the proposed development acceptable.
- The proposed amendments maintain compliance with all of the obligations applicable within the existing Section 106 Agreement.

LB Barnet CIL

As noted in SPD para 2.2.11, the purpose of Barnet's CIL is to secure capital funding to help address the gap in funding for local infrastructure. The money raised by Barnet's CIL will be used to pay for infrastructure required to mitigate the impact of development across the Borough.

Pursuant to the LB Barnet Planning Obligations SPD, the CIL charging rate is £135 per sqm. In the case of Barnet's CIL, ancillary car parking space is not chargeable (SPD Para 2.2.14).

Mayoral CIL

Pursuant to the Table 3: Mayoral CIL Charging Rates of the Mayor's April 2013 SPG 'Use of planning obligations in the funding of Crossrail, and the Mayoral Community Infrastructure Levy', a flat rate charge of £35 applies to the application, this

In total approximately the applicant's supporting documents indicate that £8,524,820 will be payable under both Barnet and Mayoral CIL before affordable housing relief is taken into account.

4. EQUALITY AND DIVERSITY ISSUES

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

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

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

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

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

The changes involved in the S73 would not conflict with any of the above objectives. It is noted that the main permission pursuant to planning application included provision for the introduction of step free access to Colindale Station opening up the use of the public transport facility to disabled and less ambulant passengers which is maintained in this application.

The proposals are considered to be in accordance with national, regional and local policy by establishing an inclusive design, providing an environment which is accessible to all.

5. RESPONSE TO OBJECTORS

The majority of comments outlined in public comments relate to the outline residential elements of the proposal which are not proposed to be altered under this S73 application and therefore are not material to the determination of this S73 application. Other comments have been addressed where appropriate in the report.

6. CONCLUSION

The current application is made under Section 73 of the Town and Country Planning Act 1990 which seeks planning permission to vary the wording of condition 1 (Approved Plans) pursuant to planning permission ref. 19/0859/OUT dated 10/03/2020.

National Planning Practice Guidance (NPPG) advises that a minor material amendment *“is likely to include any amendment where its scale and/or nature results in a development which is not substantially different from the one which has*

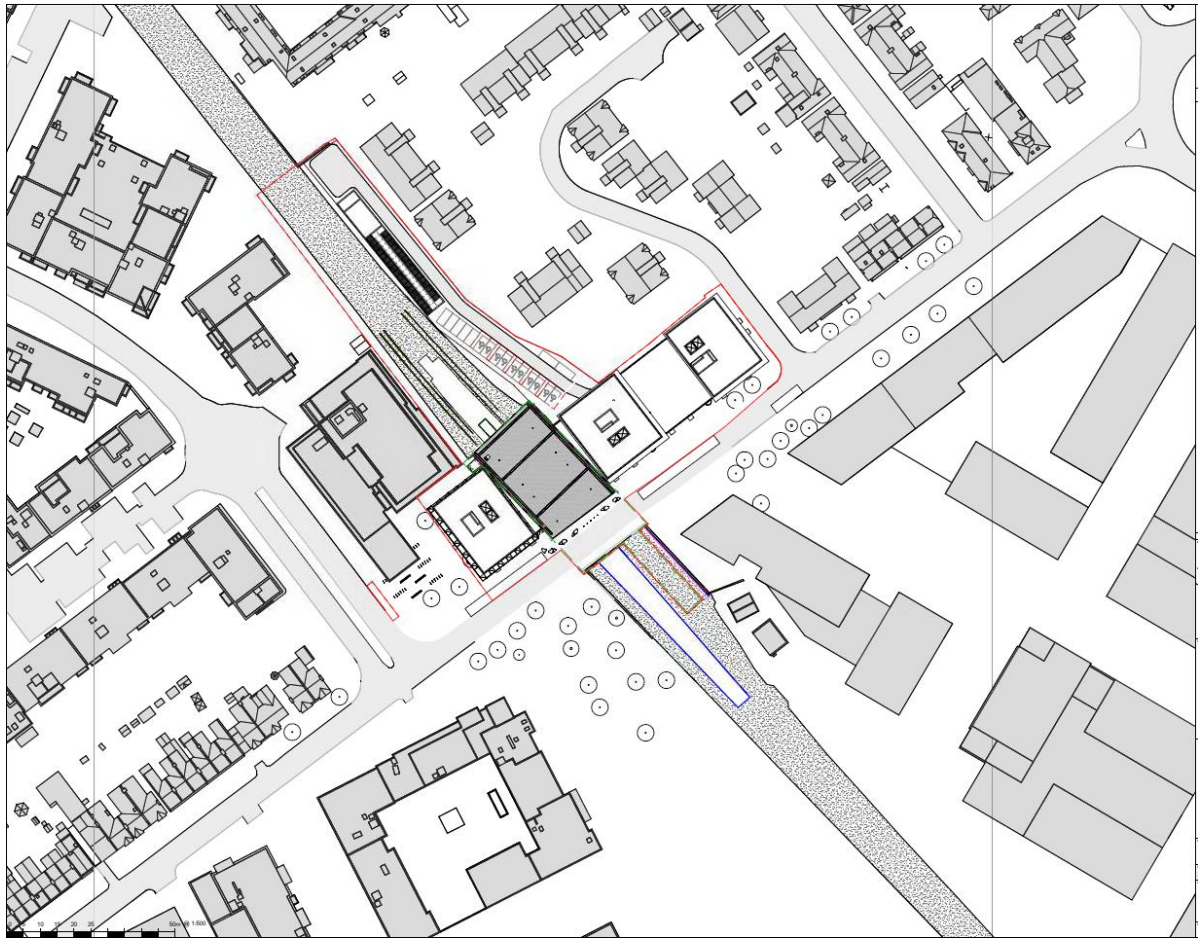
been approved.” In this case, it is not considered that the changes proposed would result in any significant change to the approved scheme.

The amendments proposed do not alter the fundamental nature of the permission and an assessment of the implications of the amendments particularly design has been taken into account and is considered acceptable. The proposed amendments generally and taken overall accord with the relevant development plan policies.

Accordingly, subject to the conditions set out in the recommendations section at the beginning of this report, the application is recommended for **Approval**.

SITE LOCATION PLAN: Colindale Underground Station NW9 5HJ

REFERENCE: 21/0909/S73



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