

LOCATION: 126 Colindale Avenue, London, NW9 5HD

REFERENCE: H/05833/14

Received: 25 October 2014

WARD: Colindale

Expiry: 18 March 2016

APPLICANT: PORTA PLANNING

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

APPLICATION SUMMARY

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

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

Urban Design and Layout

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

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

Affordable Housing

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

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

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

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

Transport and Parking

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

Community Infrastructure Levy

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

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

Conclusion

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

RECOMMENDATION

Approve the application subject to:

Recommendation 1

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

(a) Legal Professional Costs Recovery

Paying the Council's legal and professional costs of preparing the Agreement and any other enabling arrangements

(b) Enforceability

All obligations listed to become enforceable in accordance with a timetable to be agreed in writing with the Local Planning Authority

(c) Affordable Housing

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

(d) Affordable Housing – Review Mechanism

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

(e) Employment and Training

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

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

Recommendation 2:

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

MATERIAL CONSIDERATIONS

Key Relevant Planning Policy

Introduction

Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires that development proposals be determined in accordance with the development plan unless material considerations indicate otherwise. In this case, the development plan is The London Plan and the development plan documents in the Barnet Local Plan. These statutory development plans are the main policy basis for the consideration of this planning application. Barnet's Local Plan is made up of a suite of documents, including the Core Strategy and Development Management Policies development plan documents. The Core Strategy and Development Management Policies documents were both adopted by the Council in September 2012. A number of other planning documents, including national planning guidance and supplementary planning guidance and documents are also material to the determination of this application. More detail on the policy framework relevant to the determination of this development and an appraisal of the proposal against the development plan policies of most relevance to the application is set out in subsequent sections of this report dealing with specific policy and topic areas. This is not repeated here.

The London Plan

The London Plan (2015) is the development plan in terms of strategic planning policy for the purposes of the Planning and Compulsory Purchase Act (2004). The London Plan policies (arranged by chapter) most relevant to the determination of this application are:

Context and Strategy:

1.1 (Delivering the Strategic Vision and Objectives for London)

London's Places:

2.6 (Outer London: Vision and Strategy); 2.7 (Outer London: Economy); 2.8 (Outer London: Transport); 2.15 (Town Centres); and 2.18 (Green Infrastructure: the Network of Open and Green Spaces)

London's People:

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

London's Economy:

4.1 (Developing London's Economy); 4.2 (Offices); 4.3 (Mixed Use Development and Offices); 4.4 (Managing Industrial Land and Premises); 4.6 (Support for and Enhancement of Arts, Culture Sport and Entertainment Provision); 4.7 (Retail and Town Centre Development); 4.10 (Support New and Emerging Economic Sectors); and 4.12 (Improving Opportunities for All)

London's Response to Climate Change

5.1 (Climate Change Mitigation); 5.2 (Minimising Carbon Dioxide Emissions); 5.3 (Sustainable Design and Construction); 5.5 (Decentralised Energy Networks); 5.6 (Decentralised Energy in Development Proposals); 5.7 (Renewable Energy); 5.8 (Innovative Energy Technologies); 5.9 (Overheating and Cooling); 5.10 (Urban Greening); 5.12 (Flood Risk Management); 5.13 (Sustainable Drainage); 5.14 (Water Quality and Wastewater Infrastructure); 5.15 (Water Use and Supplies); 5.17 (Waste Capacity); and 5.21 (Contaminated Land).

London's Transport:

6.1 (Strategic Approach); 6.2 (Providing Public Transport Capacity and Safeguarding Land for Transport); 6.3 (Assessing Effects of Development on Transport Capacity); 6.4 (Enhancing London's Transport Connectivity); 6.5 (Funding Crossrail and Other Strategically Important Transport Infrastructure); 6.7 (Better Streets and Surface Transport); 6.9 (Cycling); 6.10 (Walking); 6.11 (Smoothing Traffic Flow and Tackling Congestion); 6.12 (Road Network Capacity); and 6.13 (Parking)

London's Living Places and Spaces

7.1 (Building London's Neighbourhoods and Communities); 7.2 (Inclusive Environment); 7.3 (Designing Out Crime); 7.4 (Local Character); 7.5 (Public Realm); 7.6 (Architecture); 7.7 (Location of Tall and Large Buildings); 7.13 (Safety, Security and Resilience to Emergency); 7.14 (Improving Air Quality); 7.15 (Reducing Noise) and 7.18 (Protecting Local Open Space and Addressing Local Deficiency).

Implementation, Monitoring and Review:

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

Barnet Local Plan

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

Core Strategy (Adopted 2012):

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

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

Development Management Policies (Adopted 2012):

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

Colindale Area Action Plan (AAP):

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

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

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

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

Supplementary Planning Guidance and Documents:

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

Local Supplementary Planning Documents:

Sustainable Design and Construction (April 2013)

Residential Design Guidance (April 2013)

Planning Obligations (April 2013)

Affordable Housing (February 2007 with updates in August 2010)

Strategic Supplementary Planning Documents and Guidance:

Accessible London: Achieving an Inclusive Environment (April 2004)

Sustainable Design and Construction (May 2006)

Health Issues in Planning (June 2007)

Wheelchair Accessible Housing (September 2007)

Planning for Equality and Diversity in London (October 2007)

All London Green Grid (March 2012)

Shaping Neighbourhoods: Play and Informal Recreation (September 2012)

Housing (November 2012)

National Planning Guidance:

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

The Community Infrastructure Levy Regulations 2010:

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

1.0 Site Description

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

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

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

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

2.0 Description of the Proposed Development

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

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

11 x three bedroom flats

21 x two bedroom flats

3 x one bedroom flats

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

3.0 Relevant Planning History

The following applications relate directly to the application site:

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

carpark for up to 36 cars.’

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

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

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

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

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

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

4.0 CONSULTATION

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

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

The objections raised may be summarised as follows:

Effect on traffic, access and parking

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

Officer response:

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

Scale and appearance

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

Officer response:

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

Quality of Life

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

Officer response:

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

Statement of support

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

Officer response

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

External Consultees

Thames Water

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

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

Reason

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

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

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

Surface water drainage – with regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water, it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval

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

Reason

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

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

Environment Agency

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

The main flood risk issue at this site is the management of surface water run-off and ensuring that drainage from the development does not increase flood risk either on-site or elsewhere.

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

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

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

London Fire Department

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

Internal Consultees

Highways

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

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

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

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

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

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

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

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

Parking restrictions

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

Car parking policy

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

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

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

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

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

Cycle parking provision and facilities

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

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

Need to include a Condition for Cycle Parking.

Refuse/Recycle

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

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

Demolition/Construction Management Plan (DCMP)

Please include a Demolition/Construction Management Plan condition.

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

Environmental Health

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

Planning Appraisal

Reprovision of Employment Space and Principle of Residential

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

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

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

Residential Density

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

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

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

Layout, Design and Character

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

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

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

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

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

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

Car Parking

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

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

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

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

Cycle Parking

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

Amenity

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

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

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

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

Residential Space Standards

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

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

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

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

Lifetime Homes and Wheelchair Housing Standards

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

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

Amenity Space

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

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

Development proposals will not normally be permitted if it compromises the minimum outdoor amenity space standards.	Householder
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The development proposes a mix of private amenity space in the form of balconies and roof terraces and communal amenity space in the form of a shared roof terrace and an area of open space to the rear of Block B. Cumulatively these amenity spaces significantly exceed the outdoor amenity space requirement for the proposed number of habitable rooms.

Transport and Highways

Policy CS9 of the Barnet Core Strategy (Providing safe, effective and efficient travel) identifies that the Council will seek to ensure more efficient use of local road network and more environmentally friendly transport networks, require that development is matched to capacity and promote the delivery of appropriate transport infrastructure. Policy DM17 (Travel Impact and parking standards) of the Barnet Development Management Plan document sets out the parking standards that the Council will apply when assessing new developments. Other sections of Policies DM17 and CS9 seek that proposals ensure the safety of road users and make travel safer, reduce congestion, minimise increases in road traffic, provide suitable and safe access for all users of developments, ensure roads within the borough are used appropriately, require acceptable facilities for pedestrians and cyclists and reduce the need to travel.

Car Parking

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

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

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

Refuse Collection

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

Conclusion

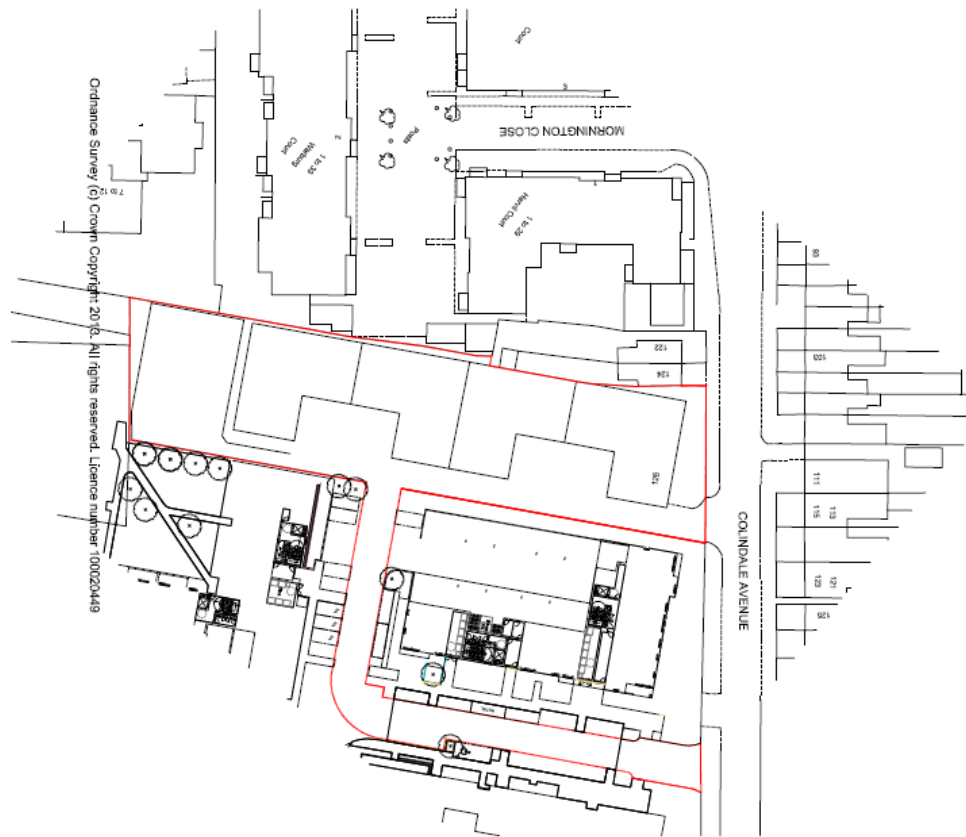
In conclusion officers consider that, on balance, the development is acceptable having regard to the relevant local, regional and national policies. The principle of the redevelopment of the site and the provision of a residential-led mixed use scheme is acceptable and in accordance with the aspirations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

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

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

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

Appendix 1: Site Location Plan



Appendix 2: Conditions

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

Reason:

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

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

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

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

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

(a) details and appropriate samples of the materials to be used for the external surfaces of the buildings and hard surfaced areas shall have been submitted to and approved in writing by the Local Planning Authority; and

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

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

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

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

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

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

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

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

Reason:

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

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

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

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

The DCMP to include details on:

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

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

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

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

- 9) Prior to the occupation of each phases hereby approved, a Car Parking Management Plan detailing the following shall be submitted to and approved in writing by the Local Planning Authority:

- i. location and layout of car parking spaces,
- ii. The allocation of car parking spaces;
- iii. On site parking controls
- iv. The enforcement of unauthorised parking; and
- v. disabled parking spaces
- vi. Electrical Vehicle Charging Points.

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

Reason: To ensure that parking is provided and managed in line with the council's standards in the interests of highway and pedestrian safety in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

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

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

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

Reason: To ensure that the access is satisfactory in terms of highway safety development and to protect the amenity of the area and in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

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

Reason: To ensure the safe form of access to the development to conform to London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

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

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

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

Reason: to prevent possible damage on the public Highways. To ensure that this operation is satisfactory in terms of highway safety development and to protect the amenity of the area and in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

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

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

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

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

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

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

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

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

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

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

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

Reason:

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

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

Reason:

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

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

Reason:

To ensure a satisfactory appearance to the development.

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

Reason:

To ensure a satisfactory appearance to the development.

- 22) Upon their first occupation, the commercial units on the ground and first floor of Block A hereby approved as shown shall be occupied for uses falling within Class B1 of the Town and Country Planning (Use Classes) Order 1987 and for no other purpose.

Reason:

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

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

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

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

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

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

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

The report shall include all calculations and baseline data, and be set out so that the Local Planning Authority can fully audit the report and critically analyse the content and recommendations.

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

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

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

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

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

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

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

Informatives

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

design details, construction and location will be reviewed by the Development Team as part of the application. Any related costs for alterations to the public highway layout that may become necessary, due to the design of the onsite development, including reinstatement of redundant vehicle access, will be borne by the applicant. The applicant is advised that Transport for London will be consulted regarding the impact on the bus stop in the vicinity of the proposed vehicle access.

To receive a copy of our Guidelines for Developers and an application form please contact: Traffic & Development Section – Environment, Planning and Regeneration Directorate, London Borough of Barnet, North London Business Park (NLBP) Building 4, Oakleigh Road South, London N11 1NP

- 2) For construction works adjacent to the public highways, the applicant must contact the Council on 0208 359 2000 for any necessary Highways Licenses
- 3) Thames water requests that the Applicant should incorporate within their proposal, protection to the property by installing for example, a non-return valve or other suitable device to avoid the risk of backflow at a later date, on the assumption that the sewerage network may surcharge to ground level during storm conditions.
- 4) with regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water, it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921.

Reason

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

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