

**LOCATION:** Plot 8, Lanacre Avenue, Colindale, NW9

**REFERENCE:** 15/04039/FUL **Received:** 30 June 2015  
**Accepted:** 30 June 2015

**WARD(S):** Colindale **Expiry:** 29 September 2015  
**Final** 26 February 2016  
**Revisions:**

**APPLICANT:** London Borough of Barnet

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

**RECOMMENDATION: Approve Subject to Conditions**

#### **COMMENCEMENT**

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

Reason:

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

#### **PLANS OF THE DEVELOPMENT**

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

1663\_DWG\_PL\_001 Location Plan PL00  
1663\_DWG\_PL\_101 Proposed Site Plan PL00  
1663\_DWG\_PL\_200 Proposed Basement GA PL00  
1663\_DWG\_PL\_201 Proposed Ground Floor GA PL00  
1663\_DWG\_PL\_202 Proposed First Floor GA PL00  
1663\_DWG\_PL\_203 Proposed Second Floor GA PL00  
1663\_DWG\_PL\_204 Proposed Third Floor GA PL00  
1663\_DWG\_PL\_205 Proposed Fourth Floor GA PL00  
1663\_DWG\_PL\_206 Proposed Fifth Floor GA PL00  
1663\_DWG\_PL\_207 Proposed Sixth Floor GA PL00  
1663\_DWG\_PL\_208 Proposed Seventh Floor GA PL00  
1663\_DWG\_PL\_209 Proposed Eighth Floor GA PL00  
1663\_DWG\_PL\_210 Proposed Ninth Floor GA PL00  
1663\_DWG\_PL\_211 Proposed Roof Floor GA PL00  
1663\_DWG\_PL\_220 Proposed North Elevation PL00

1663\_DWG\_PL\_221 Proposed South Elevation PL00  
1663\_DWG\_PL\_222 Proposed East Elevation PL00  
1663\_DWG\_PL\_223 Proposed West Elevation PL00  
1663\_DWG\_PL\_224 Proposed South West Elevation PL00  
1663\_DWG\_PL\_240 Proposed Section A & B PL00  
Design and Access Statement dated 17 February 2016  
Colindale Office Average Daylighting Study dated 24  
February 2016  
Fire Safety Strategy dated 25 February 2016  
Review of Part L2A 2013 Model Report Stage 3 Issue RevD  
dated 26 February 2016.  
Structural Engineer's Stage 3 Report dated February 2016.  
Addendum Planning Statement dated February 2016  
Highway Design & Access Statement  
Ecological Assessment  
Sequential Test & Local Economic Impact Analysis  
Drainage Strategy  
Transport Assessment  
Pers Assessment  
Cers Assessment  
Travel Plan  
Daylight Assessment Report  
Daylight Study  
Geo-Technical Desktop Study  
Acoustic Survey  
Air Quality Assessment  
Contaminated Land Desktop Study  
Energy And Sustainability Statement  
Bream Preliminary Assessment  
Waste Strategy  
Flood Risk Assessment  
Utilities Report  
Structural Engineering Report  
Fire Strategy – Stage 3 Riba  
Pre-Construction Information  
Transport Assessment Part 1  
Transport Assessment Part 2  
Transport Assessment Part 3

Reason:

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

**MATERIALS**

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

Reason: To safeguard the character and visual amenities of the site and wider area and to ensure that the building is constructed in accordance with Policies CS NPPF and CS1 of the Local Plan Core Strategy (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012) and Policies 1.1, 7.4, 7.5 and 7.6 of the London Plan 2011.

## **LEVELS**

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

Reason: To ensure that the development is carried out at suitable levels in relation to the highway and adjoining land having regard to drainage, gradient of access, the safety and amenities of users of the site, the amenities of the area and the health of any trees or vegetation in accordance with policies CS NPPF, CS1, CS5 and CS7 of the Local Plan Core Strategy (adopted September 2012), Policies DM01, DM04 and DM17 of the Development Management Policies DPD (adopted September 2012), and Policies 7.4, 7.5, 7.6 and 7.21 of the London Plan 2011.

## **DISABLED ACCESS POINTS**

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

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

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

### **ACCESSIBLE PARKING:**

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

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

### **INCLUSIVE DESIGN**

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

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

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

### **LANDSCAPING SCHEME**

8

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

The landscaping scheme shall include the following details:

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

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

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

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

**GREEN ROOF**

9

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

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

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

## **LANDSCAPING TO FRONT FORECOURT**

10

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

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

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

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

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

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

## **LANDSCAPE MANAGEMENT**

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

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

## **SUDS MANAGEMENT AND MAINTENANCE**

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

its lifetime.

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

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

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

## **CONSTRUCTION METHOD STATEMENT**

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

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

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

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

## **CONSTRUCTION WORKING HOURS**

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

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



## **WHEEL CLEANING**

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

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

## **DETAILS OF REFUSE AND RECYCLING STRATEGY**

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

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

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

## **EXTRACTION AND VENTILATION EQUIPMENT**

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

installed as part of the development have been submitted to and approved in writing by the Local Planning Authority. The report shall include all calculations and baseline data, and be set out so that the Local Planning Authority can fully audit the report and critically analyse the content and recommendations.

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

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

## **IMPACT OF NOISE FROM VENTILATION AND EXTRACTION PLANT ON DEVELOPMENT**

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

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

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

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

## **AIR POLLUTION MITIGATION MEASURES**

19 A scheme of proposed air pollution mitigation measures shall

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

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

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

## **BREEAM**

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

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

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

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

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

## **PD – NO TELECOMMUNICATIONS INSTALLATIONS**

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

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

## **CONSTRUCTION LOGISTICS PLAN**

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

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

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

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

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

## **DELIVERY AND SERVICE MANAGEMENT PLAN**

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

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

## **CAR PARKING**

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

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

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

Reason: To ensure that adequate and satisfactory provision is made for the parking of vehicles in the interests of pedestrian and highway safety and the free flow of traffic in

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

## **CAR PARKING MANAGEMENT PLAN**

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

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

## **PEDESTRIAN ENHANCEMENTS**

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

Reason: To ensure that adequate and satisfactory provision is made for pedestrian connectivity in the interests of pedestrian and highway safety in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

## **TRAVEL PLAN**

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

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

Reason: To encourage the use of sustainable forms of transport to the site in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

## **DELIVERY AND SERVICING PLAN (DSP)**

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

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

## **ELECTRIC VEHICLE CHARGING POINTS**

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

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

## **CONSTRUCTION MANAGEMENT PLAN**

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

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

## **REFUSE COLLECTION**

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

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

## **STOPPING UP**

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

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

## **GROUND FLOOR DESIGN CHANGES**

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

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

Reason: To safeguard the character and visual amenities of the site and wider area and to ensure that the building is



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

## **DELIVERY OF HIGHWAYS AND TRANSPORT IMPROVEMENTS**

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

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

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

Reason:

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

## **CONTAMINATED LAND**

36. Part 1

Before development commences other than for investigative work:

A desktop study (Preliminary Risk Assessment) shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study (Preliminary Risk Assessment) and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.

If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. This shall be submitted to, and approved in writing by, the Local Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable:

- a risk assessment to be undertaken,
- refinement of the Conceptual Model, and
- the development of a Method Statement detailing the remediation requirements.

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

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

## Part 2

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

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

## **Background:**

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

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

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

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

### Main Changes

- Alterations to the heights distribution of the building, with the 1<sup>st</sup> October scheme proposing a mixture of 4, 6, 8 and 9 storeys, while the current application proposes a more simplified 4 storeys and 9 storey development in the form of a central tower of 9 storeys in height, with the remainder of the site along the eastern side of the building being limited to 4 storeys with an external landscaped area at 4<sup>th</sup> storey roof level.
- Increase in the footprint coverage of the building by squaring off the building on the eastern flank of the proposed building along with a readjustment on the western elevation, resulting in the building extending a further 780mm to the west and 1020mm to the east.
- Addition of basement level measuring 329.9 m<sup>2</sup>
- Increase in total floor area to 11,146 m<sup>2</sup> from 10,777m<sup>2</sup> (Principally due to the additional of the basement; excluding the basement area, the floor area of the building marginally increases to 10,816 M<sup>2</sup>).
- Slight increase in Café area from 158 m<sup>2</sup> to 170 m<sup>2</sup>.
- Alterations to the site layout providing a dual height public entrance with café, along with a separate staff and goods entrance. The layout of the building is also altered providing an active frontage on all sides by moving facilities such as showers to the middle of the building, while providing additional meeting space as well as providing larger open plan office space on the upper storeys.
- Alterations to the external façade of the building with the current scheme proposing the use of horizontal brick cladding and double height floor to ceiling windows along with horizontal reconstituted stone cornice banding every second floor. In contrast the 1<sup>st</sup> October scheme proposed a predominately glazed structure with external aluminium framed cladding with vertical projecting metal fins.

## **Public Consultation and Views Expressed**

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

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

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

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

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

## **Officer Assessment**

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

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

## **Design, Scale and Massing**

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

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

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

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

### Neighbouring Amenity

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

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

### Highways and Parking

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

### Equalities and Diversities

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

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

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

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

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

### Conclusion

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

# Site Location Plan

