

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

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

APPLICATION SUMMARY

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

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

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

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

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

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

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

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

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

Application Site

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

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

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

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

Proposed Development

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

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

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

RECOMMENDATION

Approve the application subject to:

Recommendation 1 (Mayor)

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

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

Recommendation 2 (Conditions)

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

1 . MATERIAL CONSIDERATIONS

1.1 The Grahame Park Masterplan

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

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

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

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

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

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

W01731JS/04 – Granted 17/01/2007

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

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

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

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

H/00308/11 – Granted 21/02/2012

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

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

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

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

Plot A8 (now known as Plot 7 Stage A)

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

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

Plot B1 and B6

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

1.2 The Application Site and the Surrounding Area

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

1.3 Consultation

Summary of applicant's statement of community involvement

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

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

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

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

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

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

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

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

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

Public Consultations and views expressed in relation to the planning application

Local residents

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

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

- against regeneration goals.

Local Organisations

Grahame Park Consortium objected to the lack of a community centre

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

New Hendon Residents Association objected on the basis that :

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

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

Elected Representatives

GLA

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

London Borough of Barnet

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

Consultation Responses from Statutory Consultees and Other Bodies

GLA

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

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

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

TfL

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

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

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

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

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

These issues are discussed in the transport section below.

Barnet and Southgate College:

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

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

Statutory

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

Historic England: No significant archaeological impact

Highways England: No objection

Historic England: No Heritage issues

EA Sustainable Places: No comment

London Fire: satisfied with proposals

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

2. RELEVANT PLANNING POLICY

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

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

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

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

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

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

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

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

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

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

system less complex and more accessible. Paragraph the NPPF states that the purpose of the planning system is to contribute towards the achievement of sustainable development. The document includes a presumption in favour of sustainable development. This is taken to mean approving applications such as this proposal which are considered to accord with the development plan.

Designation

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

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

3 PLANNING CONSIDERATIONS

Principle of the uses proposed and delivery of CAAP objectives

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Design and character

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Conclusion

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

Landscaping and the Public Realm

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

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

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

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

The GLA representations note that the proposed building:

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

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

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

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

Amenities of neighbouring occupiers

Local Plan policies seek broadly to promote quality environments and protect the amenity of neighbouring occupiers and users through requiring a high standard of design in new development. More specifically policy DM01 states that proposals should be designed to allow for adequate daylight, sunlight, privacy and outlook for adjoining occupiers and users. Policy DM04 identifies that proposals to locate development that is likely to generate unacceptable noise levels close to noise sensitive uses will not normally be permitted.

Overlooking and loss of privacy

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

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

Daylight and sunlight

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

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

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

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

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

Noise

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

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

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

This will be controlled by condition.

Lighting associated with the development

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

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

Conclusions

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

Transport, parking and highways matters:

Parking Assessment and Provision:

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

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

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

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

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

Office Use:

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

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

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

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

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

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

Cycle Parking:

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

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

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

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

PTAL Assessment:

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

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

Public Transport:

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

London Underground

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

Bus

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

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

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

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

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

Mainline Rail

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

Proposed Access Arrangement:

Vehicular Access:

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

Pedestrian Access:

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

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

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

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

This should be secured via planning condition.

Trip Generation:

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

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

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

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

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

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

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

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

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

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

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

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

Proposed Servicing/Deliveries arrangement:

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

Refuse

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

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

Deliveries

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

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

Travel Plan:

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

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

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

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

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

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

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

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

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

Creating inclusive environments for all members of the community:

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

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

Financial Contributions

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

The contributions are:

Improvements to the Public Realm: £300,000

Controlled Parking Zone contribution: £150,000

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

Travel Plan Monitoring costs: £15,000

Contaminated land and water quality issues:

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

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

Safety and security matters:

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

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

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

Flooding and water infrastructure matters

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

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

The proposed SuDS features therefore comprise:

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

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

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

to be approved prior to commencement.

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

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

Energy and sustainability

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Biodiversity matters

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

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

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

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

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

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

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

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

Environmental Impact Assessment Regulations:

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

Conclusions

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

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

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

APPENDIX 1: Site Location Plan

