

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

### London Plan (March 2015) Policies

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

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

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

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

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		obligation to enter into Local Employment Agreement.
<p>Policy 5.1 (Climate change mitigation)</p> <p>Policy 5.2 (Minimising carbon dioxide emissions);</p>	<p>Development proposals should make the fullest contribution to minimising carbon dioxide emissions in accordance with the energy hierarchy.</p> <p>The Mayor will seek to ensure that developments meet the following target for CO<sub>2</sub> emissions, which is expressed as year improvements on the 2013 Building Regulations:</p> <p>2013-2016 40%</p>	<p>Compliant: The Lanacre Avenue development includes a range of climate change mitigation measures based on the Energy and Sustainability Strategies which have informed the application. The performance standards of the buildings on-site will be maximised in order to reduce carbon dioxide emissions from the development, which is expected to deliver a 35% improvement on Building Regulations Part L 2013 through efficient building fabric and passive design measures. A condition is recommended to this reserved matters application for compliance to be demonstrated. The development is considered to be in accordance with this policy.</p>
<p>Policy 5.3 (Sustainable design and construction)</p>	<p>Development proposals should demonstrate that sustainable design standards are integral to the proposal, considered from the start of the process and meet the requirements of the relevant guidance.</p>	<p>Compliant: It is considered that the development has been designed to maximise the use of land close to existing public transport and planned new transport investment.</p> <p>The proposed building is designed to achieve BREEAM Excellent which is a high level of sustainable design and achieve carbon savings in accordance with the relevant London Plan target.</p>
<p>5.4A (Electricity and Gas Supply)</p>	<p>Developers should engage with boroughs and energy companies to identify gas and electricity requirements</p>	<p>Compliant: The applicants have provided evidence of engagement with energy providers.</p>
<p>5.5 (Decentralised Energy Networks)</p>	<p>As a minimum boroughs should require developers to prioritise connection to existing or planned networks where feasible</p>	<p>Compliant: The building is designed to allow potential future connection to an area wide energy network should this be feasible.</p>
<p>Policy 5.6 (Decentralised energy in development proposals)</p>	<p>Development should evaluate the feasibility of combined heat and power (CHP) systems and where they are appropriate also examine the opportunities to extend the system beyond the site boundary.</p> <p>Energy systems should be selected in the following hierarchy, connection to existing heating or cooling networks; site wide CHP network; communal heating and cooling.</p>	<p>Compliant: The proposed scheme includes provision for CHP(s). The applicant has committed to to explore the potential to connect to an area wide network should this be provided to the edge of the site.</p>
<p>Policy 5.7 (Renewable</p>	<p>Within the framework of the energy hierarchy proposals should provide a</p>	<p>Compliant: The proposed development has been designed to meet the London Plan policy targets for</p>

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

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

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



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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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



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

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

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

Key relevant local and strategic supplementary planning documents

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