



# Colindale Underground Station

Draft Supplementary Planning Document

October 2018

## Overview

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This is a Draft Supplementary Planning Document (SPD) for Colindale Underground Station. Once adopted, it will provide specific guidance on interpreting and implementing Barnet's Local Plan policies. New development within the boundary of this SPD should be in accordance with the vision and development principles contained within the guidance in this document.

Substantial funding from the regeneration of Colindale has helped to support provision of new and improved local infrastructure. This includes £16 million from S106 Planning Contributions towards a new Colindale Station on Colindale Avenue. The draft Colindale Station Supplementary Planning Document (SPD) sets out an approach for delivering a new station, with step-free access and increased capacity as part of a residential led mixed use proposal. The new station will be equipped to serve the increased growth and development in the area.

The mixed-use proposal will reflect that Colindale Avenue is a strategic location where tall buildings may be appropriate and that the area around Colindale Station has a high level of Public Transport Accessibility which could justify a car-free development.

The draft SPD sets the parameters for station redevelopment, over-station development, redevelopment of adjoining land and delivery of highway, public realm and bridge improvements on Colindale Avenue. The new Colindale Station needs to be open by 2022.

This draft SPD is subject to a public consultation period of six weeks from Monday 29th October to Wednesday 5th December 2018. During this period, the public are invited to comment on the proposed document, following which our team will consider representations and revise the SPD document where appropriate. Once amendments have been made, the SPD will go to the Policy and Resource committee for approval. We anticipate that that SPD will be formally adopted in February 2019. For Further information, please visit <https://engage.barnet.gov.uk/>

### **Next steps:**

If you would like to comment on the Draft Colindale Station SPD, you can do so by using the following methods:

By email to: [forward.planning@barnet.gov.uk](mailto:forward.planning@barnet.gov.uk)

By post to: Planning Policy Team – Strategic Planning and Regeneration, 2nd Floor, Barnet House – 1255 High Road, Whetstone N20 0EJ – Please use ref: Colindale SPD

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# Chapter 1 – Introduction

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## Background

Colindale Underground Station currently has up to 7.1 million passenger trips per year and at peak times is used by up to 4,500 people. There has been an 88% growth in use over the last 10 years and this is expected to double by 2041. In addition to capacity issues, the station does not meet requirements for step-free access.

As part of the wider redevelopment of Colindale, substantial investment has been secured by the Council for new and improved infrastructure in the area. This includes a £16million (S106) contribution towards the delivery of a new Colindale Underground Station to accommodate increased passenger capacity and step-free access. To meet the terms of the S106 legal agreement associated with this funding contribution, the new station needs to be in place by 2022.

Reflecting the Council's commitment to supporting high-quality redevelopment of Colindale, this Supplementary Planning Document (SPD) sets out the Council's detailed design requirements and scale of development which will be supported for the new station and any associated development. Preparation of the draft SPD was informed by a Scoping Report which is published separately. The Scoping Report provides the evidence base to the draft SPD as well as details on how the development approach now proposed, has been arrived at.

The SPD boundary has been drawn to include TfL land holdings (station and car-park) as well as 167-173 Colindale Avenue and Agar House (Units 1-6) and rail embankment to the north east of the Station. This allows for a range of development scenarios to be considered for the new station. Whilst there would potentially be merit in extending the SPD boundary eastwards along the roundabout at the junction of Eagle Drive and Aerodrome road this would divert the focus of the SPD from providing planning guidance specific to the delivery of a new underground station to wider regeneration benefits. Given the need to have planning guidance in place in the short-term (to allow TfL to build a new station within the timeframe of the S106 legal agreement), it is considered that the SPD boundary should be restricted to the potential site area of the new station and immediately adjoining area.

## Purpose of SPD

SPDs are defined in the National Planning Policy Framework (NPPF) July 2018 as documents which add further detail to the policies in the development plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary planning documents are capable of being a material consideration in planning decisions but are not part of the development plan.

This SPD aims to help inform the preparation of future planning applications associated with:

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

In providing Transport for London (TfL) and their development partners, with clear planning guidance on the redevelopment of Colindale Underground Station and adjoining public realm, the main objectives of the SPD will:

- Establish the policy and design context for the redevelopment of the Underground Station and associated development in the immediately adjoining area, including above the rail tracks, the existing station car-park, 167-173 Colindale Avenue and Agar House (Units 1-6) Colindale Avenue;
- Provide supplementary detail to policies contained within the LBB Core Strategy (2012), Development Management Policies (2012) and the Colindale Area Action Plan (CAAP) (2010), as well as the London Plan – Consolidated with Alterations since 2011 (2016);
- Explain how development will be delivered and infrastructure investments to be secured;
- Engage all interested stakeholders in the development process.

This SPD is supported by the following documents which are published separately on the Council's website:

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- Scoping Report July 2018, which helped to inform preparation of this draft SPD.
  - Sustainability Appraisal, to assess the impact of the proposals in terms of social, environmental and economic indicators.
  - Equalities Impact Assessment to ensure that the SPD does not discriminate.
  - Statement of Consultation outlining how the SPD has been shaped through consultation.
  - Viability Appraisal to demonstrate that the proposals in the draft SPD are viable.

All the above documents are published separately on the Council's website. [Barnet.gov.uk](http://Barnet.gov.uk)

### **Draft SPD Engagement**

In order to create a SPD which reflects concerns, issues and aspirations, the draft SPD has been produced through a collaborative process with the local stakeholders. In June 2018 meetings were held with Ward Members to set out the objectives of the SPD. This was followed by a community drop in session in July 2018 which enabled local residents to discuss the proposals with planners representing the Council. Details of how this engagement process has informed the Draft SPD are provided in the Statement of Consultation which is published separately.

The publication of this draft SPD represents the next stage of the engagement process which seeks to capture a wider audience. The draft SPD will be published for public consultation for a period of six weeks, from Monday 20th October to Wednesday 5th December 2018.

During the six-week consultation period, the public are invited to comment on the proposed document, following which the draft SPD will be amended if appropriate, to reflect the comments received. The final SPD is anticipated to be formally adopted by Spring 2019.

## Chapter 2 - Colindale and the SPD Area

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### **Colindale: The Wider Area**

Colindale started to grow in the early 20th century and initially was an employment area for London with a number of institutions relocating to the area, including the Government Lymph Establishment, the British Museum and Hendon Aerodrome as well as industries such as Garsons Ltd and Airco. Housing followed quickly when Colindale Station opened in 1923.

However, by the 21st century, employers had moved out of the area and it was recognised by both Barnet Council and the Greater London Authority that there was a need to promote change in the area. Colindale was subsequently identified as an Opportunity Area in the London Plan to deliver significant growth and the Council prepared and adopted a Colindale Area Action Plan (2010) to support the delivery of high-quality new development and supporting infrastructure.

Since adoption of the Area Action Plan in 2010, some 6,000 new homes have been approved and completed along with eight commercial schemes (comprising mid-size supermarkets, gyms and restaurants). The new housing development in the main, takes the form of flatted development in buildings extending to some 21 storeys at the highest with the majority being between 7 and 12 storeys high. The housing which predates designation of Colindale as an Opportunity Area comprises a mixture of inter-war housing in the form of two-storey semidetached properties and mid to late twentieth century, two-storey terraced properties arranged in a collection of cul-de-sacs. (See Figure 1 )

Colindale with its historic associations with the RAF and the Metropolitan Police has long been an important visitor destination as well as a strategic operational centre. The RAF Museum attracts over 300,000 visitors per annum while the Metropolitan Police new training centre provides a base for over 2,000 officers and staff. The Council will relocate its offices to Colindale in 2019. It is estimated that 35,363 people will be living in Colindale and an additional 2000 more people working in the area. A number of schemes have been completed, or are currently under construction, since the AAP was adopted (see Figure 2) and a number of new schemes are expected to be delivered over the next few years (see Figure 3).

New and existing residents as well as visitors benefit from enhancements to local open space at the Silk Stream Valley Park and improvements to the public realm. Colindale is providing more activities for young people with the new Uitas Youth Zone in Montrose Park. The area's long standing relationship with Middlesex University and Barnet College continues as a base for learning and student accommodation. Saracens High School opened in 2018 providing the first school in the country to be launched by a professional sports club. Investment from major housebuilders across Colindale at Peel Gardens, Beaufort Park and Grahame Park is helping to transform the area making it a place to visit, work, rest and stay as well as play. All these changes will increase usage of public transport and reliance on Colindale Station. As well as the financial commitments from national housebuilders, the Council, Barnet College and the Metropolitan Police investment in Colindale has come from private sources including Utility Warehouse, We Stay Colindale and Saracens RFC. There is an opportunity to attract further commercial investment to the area covered by this SPD, considered to be the most sustainable location in Colindale.

The area is well served by the strategic road network with good access to the A5 to the west and the A41/A1 to the east. Colindale Avenue is a key route linking Colindale to the A5. It provides a bus link (currently for six separate services) and is an important route for pedestrians and cyclists. However, it is frequently congested and the narrow footways create a hostile environment for pedestrians.

### **The SPD area**

The area covered by the draft SPD (see Figure 2) is 0.66 ha and extends from Colindale Station to Pasteur Close. As well as the station with associated retail unit and public car-park (23 pay and display spaces), the area includes 167-173 Colindale Avenue (four two-storey residential units) and Agar House (six properties). The footway along the north side of Colindale Avenue is narrow and does not provide a safe or pleasant environment for pedestrians particularly for pushchairs and people with mobility issues. The SPD red line boundary includes both sides of Colindale Avenue where it crosses over the Northern Line as well as rail embankment north east of the Station. The SPD boundary is wider than that originally set out in the Scoping Report. It now includes both sides of the bridge on Colindale Avenue and the rail embankment to the north east. This is to allow for bridge widening to take place as well as accommodate the parking and services set out in the proposed development approach.

The existing Underground Station is a bland single storey block of unremarkable architecture which in its current form does not provide step-free access and increasingly has capacity issues at peak periods, particularly at the ticket gate line and on the stairway to the platforms. The canopy structure over the platforms is of limited architectural value. Pedestrian access into the station is restricted due to the narrow width of the footway at this point (which cannot be improved upon without widening of the road bridge over the rail-tracks at this point).

Due to good public transport connections, this part of Colindale is categorised as PTAL5, confirming high levels of connectivity.



Image 1: Colindale Wider Area

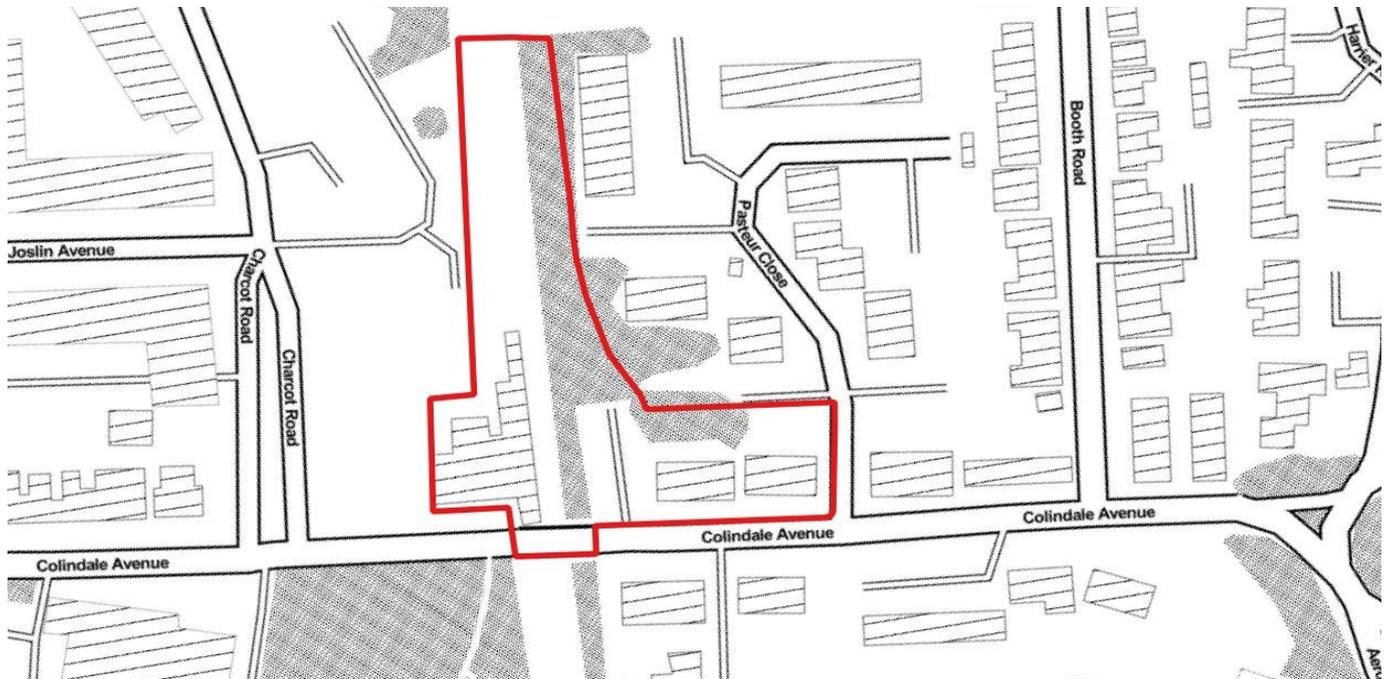
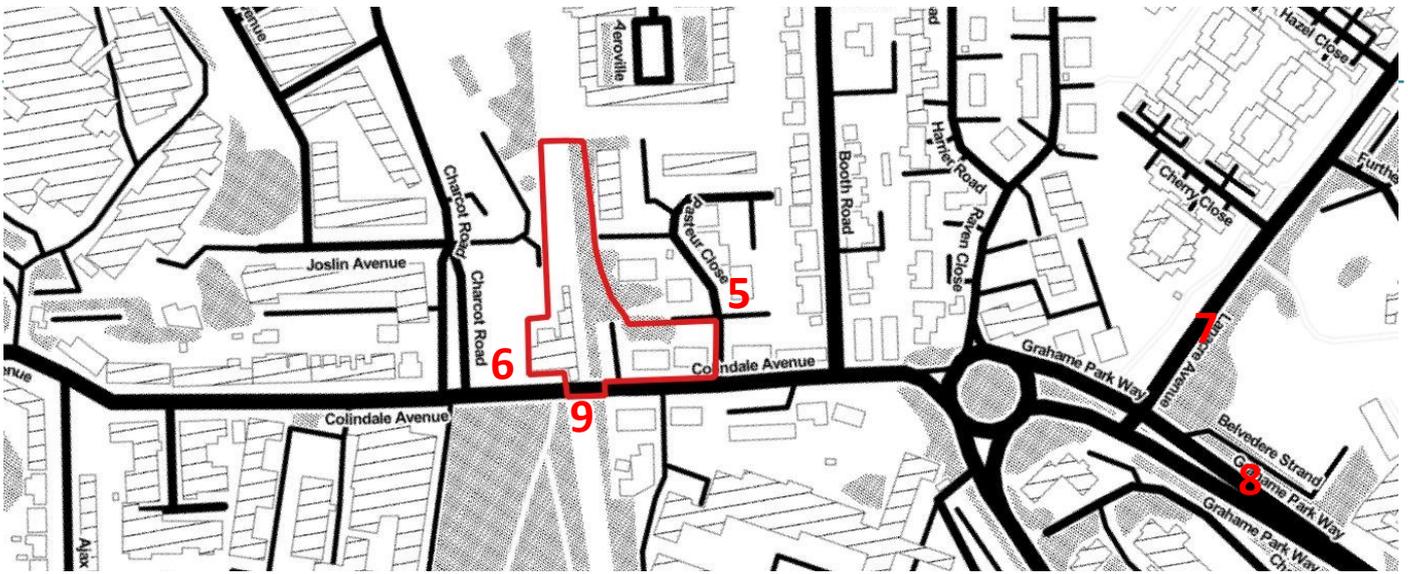


Figure 1: Colindale SPD Area



Image 2: Existing station



**Figure 2: Image locations**



**Image 4: Pasteur Close**



**image 5: Student Accommodation**



**Image 6: Barnet College**



**Image 7: Pegasus Court**

## Chapter 3 - Planning Context

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### Introduction

A SPD is a non-statutory document and therefore should be considered within the overarching planning policy framework for the area.

The policy framework comprises the adopted development plan (London Plan (2016), Core Strategy (2012), Development Management Policies (2012)), together with the National Planning Policy Framework (NPPF) (2018) and Guidance (NPPG) and any other relevant material considerations such as Mayoral and Borough SPD/SPG's. Whilst the emerging London Plan (published in 2017) carries limited weight at this stage, key policies are considered as they are likely to become adopted during the lifetime of delivering the proposals outlined in this SPD.

The chapter concludes with a summary of key policy issues for the SPD.

### National Policy

As outlined in the NPPF (2018), SPDs are intended to add further detail to policies contained within the Local Plan. They can be used to provide guidance on a range of issues and specific sites and are capable of being a material consideration in planning decisions.

NPPF (para 126) states that to provide maximum clarity about design expectations at an early stage, SPDs should use visual tools such as design guides and codes. These provide a framework for creating distinctive places, with a consistent and high quality standard of design. However their level of detail and degree of prescription should be tailored to the circumstances in each place, and should allow a suitable degree of variety where this would be justified.

NPPF para 130 states permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents.

### London Plan 2016 (Consolidated with Alterations since 2011)

The London Plan sets out a broad strategy for how London will change and develop up to 2036 and identifies areas which have considerable scope to accommodate growth and development.

#### Opportunity Areas

**Policy 2.13** identifies a number of Opportunity Areas (OA). These areas are chosen on the basis that they have significant capacity to accommodate new housing, commercial and other development linked to existing or potential improvements to public transport accessibility. Colindale/Burnt Oak is identified as an Opportunity Area, with Annex 1 describing the area as "an area comprising a range of sites with capacity mainly for residential-led mixed use development" including Colindale Underground station and sites to the west of the Northern Line. It is also highlighted that the area is beside major development sites in LB Brent and coordination and adequate provision of social and transport infrastructure across borough boundaries is required. In addition, appropriate developer contributions will be needed to deliver public transport improvements to support proposed intensifications of residential use. The plan set a minimum housing target of 12,500 new homes for this OA with indicative employment capacity of 2,000 jobs.

#### Planning for Growth

Paired with evidence indicating an increase in population and households, and information provided in the GLA SHMA/ SHLAA, the Plan recognises the pressing need for housing and has set an annual minimum housing target for each borough over the Plan period. **Policy 3.3** sets a minimum target for Barnet of 23,489 homes between 2015 – 2025 (equals 2,349 per annum). **Policy 3.4** supports the Sustainable Residential Quality Density Matrix which relates density ranges with location, existing building form and massing as well as PTAL.

The Plan recognises the importance of having adequate infrastructure to support planned growth. Due to the vital role transport infrastructure plays in supporting the capital's success and quality of life, the planning of transport infrastructure services and the physical infrastructure they require will be carefully coordinated and is a key theme throughout the Plan.

## Affordable Housing

**Policy 3.11** states that London needs to deliver at least 17,000 more affordable homes annually. **Policy 3.13** highlights that the maximum reasonable amount of affordable housing should be sought when negotiating on individual private residential land and mixed-use schemes and should be required on sites which have capacity to provide 10 or more homes.

## Car and Cycle Parking

**Policy 6.13** (Parking), states that there should be an appropriate balance between promoting new development and preventing excessive car parking provision that can undermine other more sustainable transport modes. The Plan sets maximum standards for residential development (Table 6.2) but highlights that in areas with high transport accessibility, car free development should be promoted. Cycling parking standards are set out in Table 6.3 of the London Plan. These are minimum standards of 2 spaces per 2 bed or more unit and 1 space for 1 bed units.

## Tall Buildings

**Policy 7.7** advocates a 'plan-led' approach to tall buildings and has set a range of criteria that needs to be met when determining applications for tall buildings. Tall buildings should generally be limited to sites in the Central Activity Zone, opportunity areas or intensification areas that have good access to public transport and make a significant contribution to local regeneration. In addition, any proposed tall buildings should be of the highest architectural quality and have good ground floor activities that provide a positive relationship to the surrounding areas.

## Other Relevant London Plan Policies

- Policy 2.3 Growth areas and coordination corridors
- Policy 2.6 Outer London: vision and strategy
- Policy 2.8 Outer London: transport
- Policy 3.3 Increasing housing supply
- Policy 3.4 Optimising housing potential
- Policy 3.5 Quality and design of housing developments
- Policy 3.7 Large residential developments
- Policy 3.8 Housing choice
- Policy 3.9 Mixed and balanced communities
- Policy 3.11 Affordable housing targets
- Policy 3.13 Affordable housing thresholds
- Policy 3.15 Co-ordination of housing development and investment
- Policy 3.16 Protection and enhancement of social infrastructure
- Policy 4.3 Mixed use development and offices
- Policy 6.9 Cycling
- Policy 6.10 Walking
- Policy 6.11 Smoothing traffic flow and tackling congestion
- Policy 7.3 Designing out crime
- Policy 7.5 Public realm

## **Draft London Plan 2017**

The Draft London Plan (DLP) published in December 2017 sets out new and amended policies that will guide future development in London up to 2041. Until the draft Plan is finalised, (anticipated to be 2019) the policies contained within will be a material consideration.

As with previous Plans, the Mayor has set out new annual housing targets over a ten-year period. For Barnet a new housing target of 31,340 has been set equating to 3,134 new homes per year over the Plan period (this represents a 33% increase). In addition, there is an emphasis on the delivery of 'genuinely' affordable housing and has set a strategic aim of 50% of all new homes to be affordable.

To accommodate growth, the Plan encourages more efficient use of land and higher density living in appropriate and well-connected locations. **Policy GG2** (Making the Best Use of Land), actively promotes high dense, mixed use places in opportunity areas, brownfield land and sites which are well connected by existing or planned Underground stations. **Policy D6** on optimising housing density supports a design-led approach which focuses on a site's attributes, its surrounding context and capacity for growth and the most appropriate development form, which are determined by processes set out in **Policy D2** on delivering good design as well as the Mayor's main housing policies (**H1, H2 and H3**).

### Opportunity Areas

Within the DLP, Opportunity Areas (OA) have been clustered into Strategic Growth Corridors. Colindale / Burnt Oak OA forms part of the High Speed 2 / Thameslink Growth Corridor/planned public transport improvements. **Policy SD1** (Opportunity Areas) states that in order for the growth and regeneration potential of Opportunity Areas to be fully realised, the Mayor will:

- Assist in delivering specific infrastructure requirements that unlock capacity for new homes;
- Support regeneration;
- Bring together a range of investment and intervention needed to deliver the ambition of an area
- Support and implement adopted planning frameworks to give them appropriate material weight in planning decisions.
- Ensure that agencies (including TfL) work together and with others to promote opportunity areas and identify those that require public investment and intervention to achieve their growth potential.

### Affordable Housing

**Policy H5** – in order to deliver 43,500 affordable homes per year, as established in the Strategic Housing Market Assessment the DLP sets out a strategic target for 50% of all new homes to be affordable. Public sector land is expected to deliver at least 50% across its portfolio. Under **Policy H6** a threshold approach to viability has been introduced. This means that schemes of 10 units or more or with combined floorspace of greater than 1,000 m<sup>2</sup> that meet or exceed the threshold without public subsidy are not required to submit viability information. The threshold level of affordable housing has initially been set at:

- a minimum of 35%
- 50 % for public sector land

The 35% affordable housing threshold will be reviewed in 2021, while the strategic target remains set at 50%. The DLP highlights that Boroughs may consider applying localised affordable housing thresholds (more than 35% 'where possible') in Opportunity Areas, to provide certainty and 'help prevent land price rises based on hope value'.

### Design and Tall Buildings

In relation to tall buildings, **Policy D8** highlights that tall buildings will play a role in helping London accommodate expected growth and support legibility. To ensure that tall buildings are sustainably developed in appropriate locations and are of the required design quality, a comprehensive list of criteria needs to be considered. As part of this, boroughs are required to set out locations and acceptable heights for tall buildings, taking account of:

- their visual, functional environmental and cumulative impact;
- potential contribution to new homes, economic growth and regeneration;
- public transport connectivity.

### Car and Cycle Parking

**Policy T6** on car parking states that it should be restricted in line with levels of existing and future transport connectivity. Car-free development should also be the starting point for all development proposals in place that are well connected by public transport, with developments elsewhere designed to provide the minimum necessary parking. **Policy T6.1** sets maximum residential parking standards and indicates that all areas of PTAL 5-6 should be car free. New residential development proposals delivering 10 or more units must as a minimum, ensure that there is at least one designated disabled parking bay per dwelling per 3% of dwellings is available. **Policy T5** supports minimum cycle standards for residential as 1 space per studio, 1.5 spaces per 1 bed unit and 2 spaces for all other dwellings. An additional space per 40 units should be provided for visitors.

### Other Relevant Emerging London Plan Policies

- Policy D1 London's form and characteristics
- Policy D2 Delivering good design
- Policy D3 Inclusive Design
- Policy D4 Housing quality and standards
- Policy D6 Optimising housing quality
- Policy D7 Public realm
- Policy D8 Tall buildings
- Policy H1 Increasing housing supply
- Policy H10 redevelopment of existing housing and estate regeneration
- Policy S1 Developing London's social infrastructure
- Policy T1 Strategic approach to transport
- Policy T2 Healthy streets
- Policy T3 Transport capacity, connectivity and safeguarding
- Policy T5 Cycling

- Policy T9 Funding transport infrastructure through planning

Other London Plan material considerations include

- GLA - Town Centres SPG (2014)
- GLA – Accessible London SPG (2014)
- GLA - Housing SPG (2016)
- GLA - Affordable Housing and Viability SPG (2017)
- GLA - Culture and the Night Time Economy SPG (2017)

**Mayor’s Transport Strategy (2018)**

This Strategy outlines some of the key transport challenges in London such as poor quality public transport and high volumes of cars on some roads.

The Strategy places an emphasis on reducing car dependency and encouraging an increased use of walking, cycling and public transport use. To help encourage this modal shift, the strategy has adopted the Healthy streets Approach which aims to improve and enhance the overall street environment.

In outer London, the strategy highlight that streets are often dominated with cars and significant transport improvements will be required to reduce this dependency. It encourages a more joined up approach to planning transport and housing. Within Outer London, new or enhanced bus services will be introduced to reduce car dependency and support growth, particularly around Elizabeth line stations and in areas where housing growth is expected, including Colindale.

**Barnet Planning Policy**

The main documents currently used to guide development in Barnet are the Local Plan Core Strategy and Development Management Policies documents which were adopted in 2012. Together with the Colindale Area Action Plan (AAP) (2010) they form the local planning framework for the area.

The Core Strategy sets out how Barnet will grow and change over the period to 2026. It provides a long-term vision for the area and includes spatial strategies and policies to deliver the vision through sustainable development.

The Local Plan is currently under review and a new Plan, supported by an updated evidence base, looks forward to 2036. It will integrate relevant policies and site proposals to align with the London Plan, as well as be consistent with national planning reforms.

The timetable for the new replacement Local Plan is:

- Evidence Gathering and pre-preparation stage (Summer 2017 – winter 2018)
- Reg 18: Preparation of Local Plan and Consultation (Spring 2019)
- Reg 19: Publication of Local Plan and consultation (Summer 2019)
- Reg 22: Submission (Winter 2019)
- Reg 24: Examination in public (Spring 2020)
- Reg 26: Adoption (Winter 2020)

**Local Plan Core Strategy and Development Management Policies (2012)**

Planning for Growth

Policy CS1 – Barnet’s Place Shaping Strategy sets out a three strand place shaping strategy of ‘protection, enhancement and consolidated growth’ that will ‘concentrate and consolidate housing and economic growth in well located areas’. Major growth will be managed to ensure ‘we deliver sustainable development, while continuing to conserve and enhance the distinctiveness of Barnet as a place to live, work and visit’. A target of around 28,000 homes is to be delivered over the 15 year Plan period of 2011/12 to 2025/26. Colindale is promoted as a regeneration area for which an Area Action Plan (AAP) was adopted in 2010.

Significant growth is identified for Colindale. It is expected to make the single largest housing and affordable housing contribution to the borough over the next 10-15 years and one of the biggest in North London. Policy CS3 addresses the distribution of housing growth (in terms of the target of 28,000 new homes) to meet housing aspirations. It highlights the contribution of Colindale as one of three regeneration and development areas delivering 16,000 new homes by 2025/26 with support of an appropriate level of transport provision.

## New Homes and Affordable Housing

**Policy CS4** deals with providing quality homes and housing choice and sets out how we plan to create successful communities. This includes 'seeking to ensure a mix of housing products in the affordable and market sectors to provide choice.' **Policy CS4** highlights that we will seek a range of dwelling sizes and types that meets identified housing priorities and does not undermine suburban character or local distinctiveness. In addition, it seeks a variety of housing related support options that maximise the independence of vulnerable residents. It seeks to have a borough-wide target of 40% affordable homes (on sites of more than 10 dwellings), with a mix of 60% social rent and 40% intermediate tenures. It highlights that in 'seeking to maintain the housing supply we will adjust the type and mix of housing sought, having regard to the financial viability of development, the housing market and the needs of different groups.'

**Policies DM07, DM08, DM09 and DM10** amplify Policy CS4 and ensure protecting the housing in Barnet by providing the appropriate variety of home sizes and tenures to contribute towards Barnet's housing need including need for specific groups such as elderly population and affordable housing.

The Colindale **AAP Policy 7.2** seeks a 50% affordable housing target, to negotiate the maximum reasonable amount of affordable housing subject to viability.

## Design and Tall Buildings

Policy CS 5 deals with creating high quality places. It requires that development in Barnet 'respects local context and distinctive local character enabling places and buildings of high quality and design.' It highlights that developments should address the principles, aims and objectives of national design guidance as well as being 'safe, attractive and fully accessible. Developments should 'provide vibrant, attractive and accessible public spaces.' It states that all development 'should maximise the opportunity for community diversity, inclusion and cohesion and should contribute to people's sense of place, safety and security.' With respect to tall buildings it highlights that such structures defined as 8 storeys (or 26 metres) or more in height may be appropriate in strategic locations, including Colindale Avenue. **Policy DM05** lists the requirements that tall building developments in strategic locations should demonstrate.

Within the Colindale **AAP Policy 5.3** highlights that 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. 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 AAP highlights that the area immediately around Colindale Station as the most sustainable location within the Colindale Regeneration Area but any such type of development will be of excellent design quality and will act as a positive landmark and help aid legibility and orientation.

**Policy DM01** aims to protect Barnet's character by ensuring that development proposals are based on the local context enhancing the vitality of streets and safety of their surroundings. In addition the policy lists design requirements to enhance the landscape and the outdoor amenity space of each development. Using this policy combined with **Policy DM02** on Development Standards, **DM03** Accessibility and Inclusive Design, and **DM04** Environmental Considerations for Development will ensure development makes a positive contribution to the Borough.

## Providing Safe, Effective and Efficient Travel

**Policy CS9** focuses on providing safe, effective and efficient travel and aims to ensure that the appropriate level of transport infrastructure will be delivered and that any new development will fund infrastructure through CIL, S106 and other funding mechanisms. It states that we will continue to make travel safer and more attractive by improving street lighting, security coverage and accessibility at transport interchanges and around bus stops. Mixed use development is encouraged to help to reduce the distances people need to travel to access everyday goods and services. It also highlights that we will make cycling and walking more attractive for leisure, health and short trips.

## Car parking

The policy approach to car parking provision is one that accepts the need for management and restraint but to apply it carefully and appropriately where needed. Colindale Avenue is covered by a Controlled Parking Zone. This is a system of parking bays and parking permits that prioritises parking for local residents, businesses and their visitors and customers. It deters the parking of non-resident and commuter-type motorists in locations dedicated to permit holders, making it easier for residents to park near their homes, and access to business to be maintained. **Policy DM17** deals with travel impacts and car parking standards. It expects development, where appropriate, to improve cycle and pedestrian facilities by providing on-site and/or funding improvements off site.

In respect of parking standards **Policy DM17** states that residential development may be acceptable with limited or no parking within a CPZ and goes on to state that where there is insufficient parking capacity on-street the applicant will be required to enter into a legal agreement to restrict future occupiers from obtaining on-street parking permits. For proposals in close proximity to the edge of a CPZ a survey will also be required to demonstrate that there is sufficient on street parking capacity on streets outside the CPZ

### Community Safety and Facilities

Well planned, mixed use areas, good quality public realm, carefully designed buildings, open spaces and neighbourhoods can ‘design out’ crime and help to reduce the fear of crime. The Local Plan highlights that we will ensure that any new transport interchanges are designed to help address personal safety and reflect Secured by Design principles. **Policy CS6** – Making Barnet a safer place states that we will encourage appropriate security and community safety measures in buildings spaces and the transport system. This is supported by **DM2** – Development standards which requires developers to demonstrate compliance with ‘Secured by Design’.

**Policy CS10** sets out that the Council will work with partners to ensure community facilities are provided for Barnet’s communities. It sets out that we will ‘expect development that increases the demand for community facilities and services to make appropriate contributions towards new and accessible facilities or improving existing provision, particularly within regeneration areas.’

### Figure 10: AAP Vision Diagram

#### Other Relevant Local Plan Policies

- Policy CS7: Enhancing and protecting Barnet’s open spaces
- Policy CS8: Promoting a strong and prosperous Barnet
- Policy CS9: Providing safe, effective and efficient travel
- Policy CS13: Ensuring the efficient use of natural resources
- Policy DM13: Community and education uses
- Policy DM14 : New and existing employment space



Figure 3: AAP Vision Diagram

## Colindale Area Action Plan (2010)

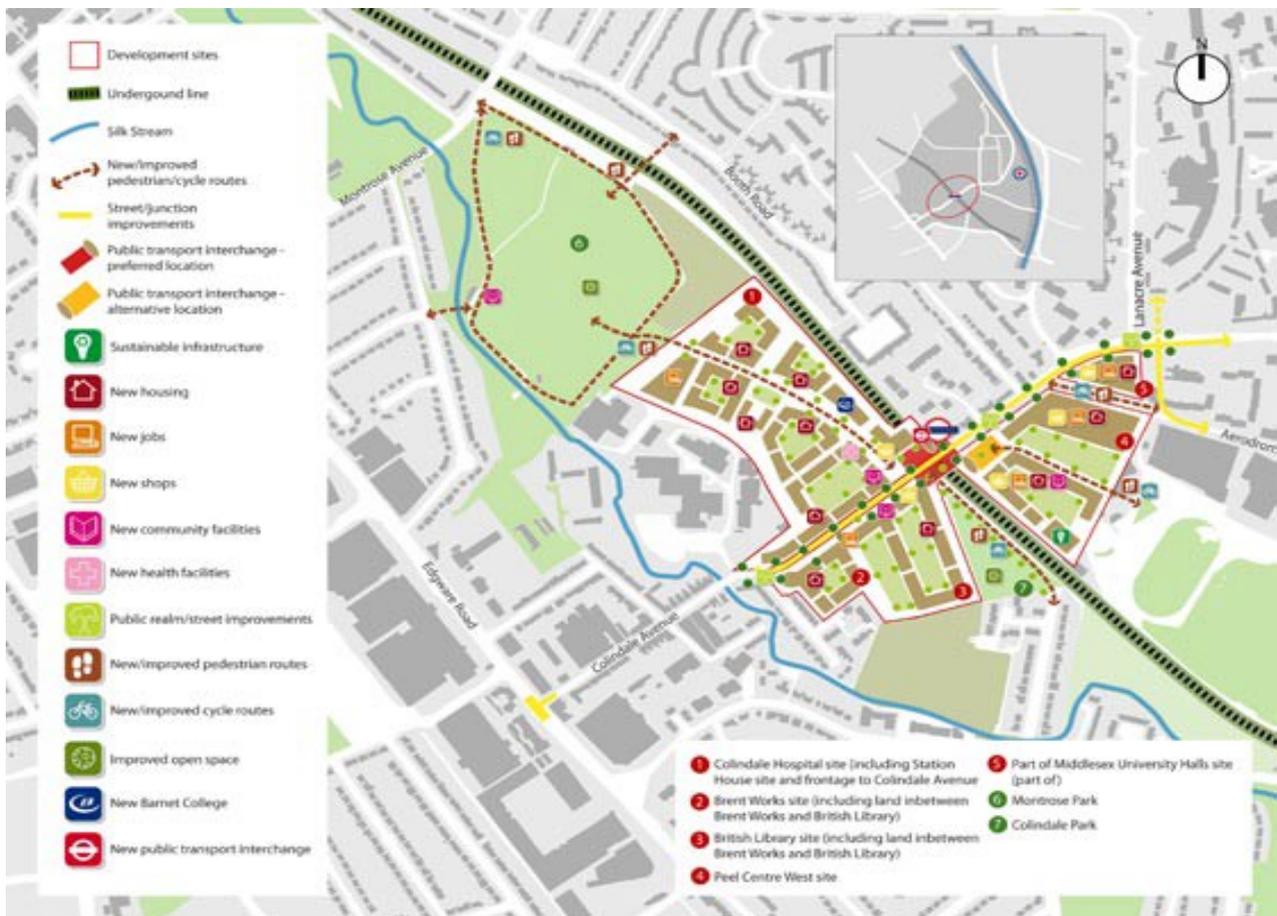
An early version of the London Plan (2008) initially identified Colindale as an Opportunity Area with a minimum target of 10,000 new homes and 500 new jobs delivered between 2001 and 2026. The London Plan (July 2011) identified the wider Colindale / Burnt Oak Opportunity Area comprising 262 hectares of land in Barnet and Brent as having capacity for a minimum of 2,000 jobs and a minimum housing target of 12,500 new homes between 2011 and 2031.

The planning framework for Colindale is set out in the Area Action Plan (AAP) adopted in March 2010. The AAP sets a target of 9,800 new homes by 2021 and a minimum of 1,000 jobs. The AAP was prepared in the full light of Barnet's place shaping and corporate regeneration strategy, the 'Three Strands Approach'. With the London Plan providing the regional spatial strategy for both the AAPs and the Core Strategy, both have been prepared within the same strategic and corporate policy context to ensure conformity and consistency.

The AAP's vision is that Colindale will, by 2021, be a vibrant successful and diverse neighbourhood where people will want to live, work and visit. It will accommodate high quality, sustainable developments within four 'Corridors of Change' and a new neighbourhood centre. Colindale will become a successful suburb in North London, providing existing and new communities with high quality local services, improved transport and access to enhanced green space and leisure facilities.

As a Corridor of Change Colindale Avenue is set to provide the vibrant heart and gateway of Colindale as a sustainable mixed-use neighbourhood centre anchored by a new public transport interchange with pedestrian piazzas. This Corridor will provide a new convenience food store of up to 2,500m<sup>2</sup> in the neighbourhood centre. It will also include a new location for Barnet College, support for relocation of Middlesex University's student accommodation and support for provision of a new primary healthcare facility. The quality of, and access to, Montrose Park will be improved as will the environment of the Silk Stream.

The SPD site is located in the heart of the Corridor of Change, forming part of the new neighbourhood centre and associated public transport interchange.



- applies to development that generates new jobs through construction and / or end use as well as developments that involve the loss of employment space and require planning permission. The SPD sets out the mechanisms and benchmarks for ensuring that development positively contributes to Barnet's economy;

Sustainable Design and Construction SPD (2016) sets out Barnet's technical requirements for environmental design and construction management. It sets out requirements on air, noise, water, energy, water, waste and habitat quality in order to achieve protection and enhancement of the environment; 16

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## Barnet Supplementary Planning Documents

The following Barnet SPDs are of particular relevance to Colindale :

Affordable Housing SPD (2007) – although this predates the adoption of the Local Plan in 2012 and the Mayor's SPGs it sets out a Barnet approach to securing affordable housing;

Planning Obligations SPD (2013) - focuses on when Planning Obligations will be required and the relationship with CIL. It sets the requirements for different scales of development as well as the procedural process for delivering a legal agreement;

Delivering, Skills Employment, Enterprise and Training (SEET) from development through S106 SPD (2014) - applies to development that generates new jobs through construction and / or end use as well as developments that involve the loss of employment space and require planning permission. The SPD sets out the mechanisms and benchmarks for ensuring that development positively contributes to Barnet's economy;

Sustainable Design and Construction SPD (2016) - sets out Barnet's technical requirements for environmental design and construction management. It sets out requirements on air, noise, water, energy, water, waste and habitat quality in order to achieve protection and enhancement of the environment;

Residential Design Guidance SPD (2016) - provides a clear and consistent message on how we manage change within Barnet's suburbs. The SPD provides more detailed and locally relevant residential design guidance on issues such as local character, density, built form, car parking and amenity space standards connected with new build development;

Green Infrastructure SPD (2017) - provides a clear vision for delivering a range of benefits including enhancing the physical and mental health of residents, making Barnet a better place to live, work, invest, learn and play, joining communities together by creating new green links between different parts of the borough, preparing for the impacts of climate change by controlling flooding, reducing pollution and moderating temperatures, as well as protecting and enhancing the borough's trees and their contribution to cultural and natural heritage.

### Key Policy Issues for the SPD

Colindale is one of the Borough's most significant growth locations where future proposals are guided by a suite of documents including the Colindale AAP adopted in 2010. The regeneration opportunities for land in the Colindale Avenue Corridor of Change have been well established through the AAP and the Local Plan Core Strategy adopted in 2012. The key policy considerations to be highlighted in this SPD focus on :

- **Sustainable regeneration**—The AAP highlights that the area immediately around Colindale Station is the most sustainable location in Colindale. This creates opportunities for commercial investment that is appropriate to the area as part of the residential led mixed use development of Colindale Avenue'
- **Public transport interchange**— The AAP identifies the need for a new public transport interchange. Delivery of a new underground station will in part address this proposal. In terms of wider public transport improvements, the SPD will need to identify opportunities in the wider Colindale Avenue area.
- **Affordable Housing** – The land covered by the SPD includes property owned by Transport for London and private parties. The Mayor's approach is to support a minimum of 35% affordable housing on private land and 50% on public sector land such as TfL. In accordance with the AAP the Council's approach for Colindale is to require that 50% of all new homes are affordable. The SPD therefore seeks 50% affordable housing across the SPD site area.
- **Tall Buildings** – the location supports tall buildings of 8 storeys or more. The AAP highlights the Colindale Avenue as the most sustainable location within the Colindale Regeneration Area but any such type of development will be required to be of excellent design quality and act as a positive landmark which helps to aid legibility and orientation. Given the location in the heart of the neighbourhood centre and forming part of a new public transport connection, tall buildings at this location would be sited in the most sustainable position and provide a way-marker to the centre of Colindale.
- **Car and Cycle Parking** – the SPD area is within the Colindale Controlled Parking Zone. Given the high PTAL (5) there is policy support for car-free development . The London Plan sets out requirements on cycle parking. Appropriate parking for disabled people should always be provided.
- **Community Safety** – with provision of new public realm and projected increases in use of the Station it is imperative that any proposal meets Secured by Design principles

- **Community Infrastructure Levy** — For new development above 100 sqm (gross internal floorspace) the charging rates subject to indexation are:

£135/sqm for residential uses (C1-C4 and HMOs excluding ancillary car parking)

£135/sqm for Retail Uses within A1-A5 Use class

£ 35/sqm for all uses (excluding education and health care)

In addition, all residential and commercial developments should provide £35/sqm for the Mayoral charges (Mayor current Community Infrastructure Levy – MCIL 1). This category excludes Health and Education Uses. Further details of the Mayor's proposals can be found on the Mayor's website. In June 2017 the Mayor published for public consultation the Preliminary Draft Charging Schedule (PDCS) for a new Mayoral CIL (MCIL2). It is intended that this will be levied from April 2019, and will superseded MCIL 1. MCIL2 will contribute to the funding of Crossrail 2.

## Chapter 4 - Development Approach for the SPD Site

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### Introduction

Colindale has undergone significant change over the past century, with the area transitioning from a mixed-use, low-density traditional suburban area, to modern, high-density flatted living. However, as many of the new developments are still under construction there is no overall cohesive identity to Colindale. The Scoping Report which helped to inform preparation of this draft SPD includes a dedicated character appraisal for Colindale and concluded that:

- The existing tube station is a single storey box, with no aesthetic quality, fronting onto Colindale Avenue.
- Pedestrian access into/out of the building is restricted by the narrow footway over the bridge.
- The station does not currently provide step-free access.
- The piazza immediately adjoining the station is not particularly welcoming, due to the blank façade of the station which fronts onto it and the security detailing along the rail-track boundary wall.

The current Underground Station and adjoining public realm detracts from the new development taking place in the surrounding area and is not fit for the numbers of passengers now using the facility. Replacement of the current Underground Station offers a range of wider opportunities, which have been taken into account in formulating design proposals for the SPD area, including:

- Redevelopment of the SPD site (including the existing Underground Station, land above the rail-tracks, the existing station car park, 167-173 Colindale Avenue and Agar House (Flats 1-6)), to knit together all the individual Colindale schemes into a cohesive community.
- Redevelopment of the existing Underground Station to improve aspect onto the piazza to the west (Site A).
- Repositioning of the station to allow for improved pedestrian access into/out of the station and include step-free access within the station (Site B).
- Redevelopment of the existing car-park within the overall station development to improve the aesthetic quality (Site C).
- Potential replacement of properties at Nos. 167 to 173 Colindale Avenue and Agar House (1-6), Colindale Avenue with new residential led mixed-use development, set back from the current boundary-line to allow for pavement widening (Site D).
- Provision of disabled car-parking on land adjacent to rail-sidings (Site E).

To deliver these development opportunities, the SPD site comprises five separate parcels of land, as shown in Figure 11.

Redevelopment of these parcels of land should seek to deliver benefit for the wider area including:

- Improved pedestrian access to new commercial centre (current Peel Centre planning application) and Montrose Park.
- Footway widening along this part of Colindale Avenue.
- Bridge widening to reduce the pinch-point effect.
- Possible introduction of cycle-ways.
- New bus stopping area.

As outlined below general development principles common to all parts of the SPD site are established with design guidance specific to sites A –D. Guidance for Colindale Avenue public realm is also included and should be incorporated into detailed schemes prepared for Sites A-D. This section concludes with a summary of planning application requirements.

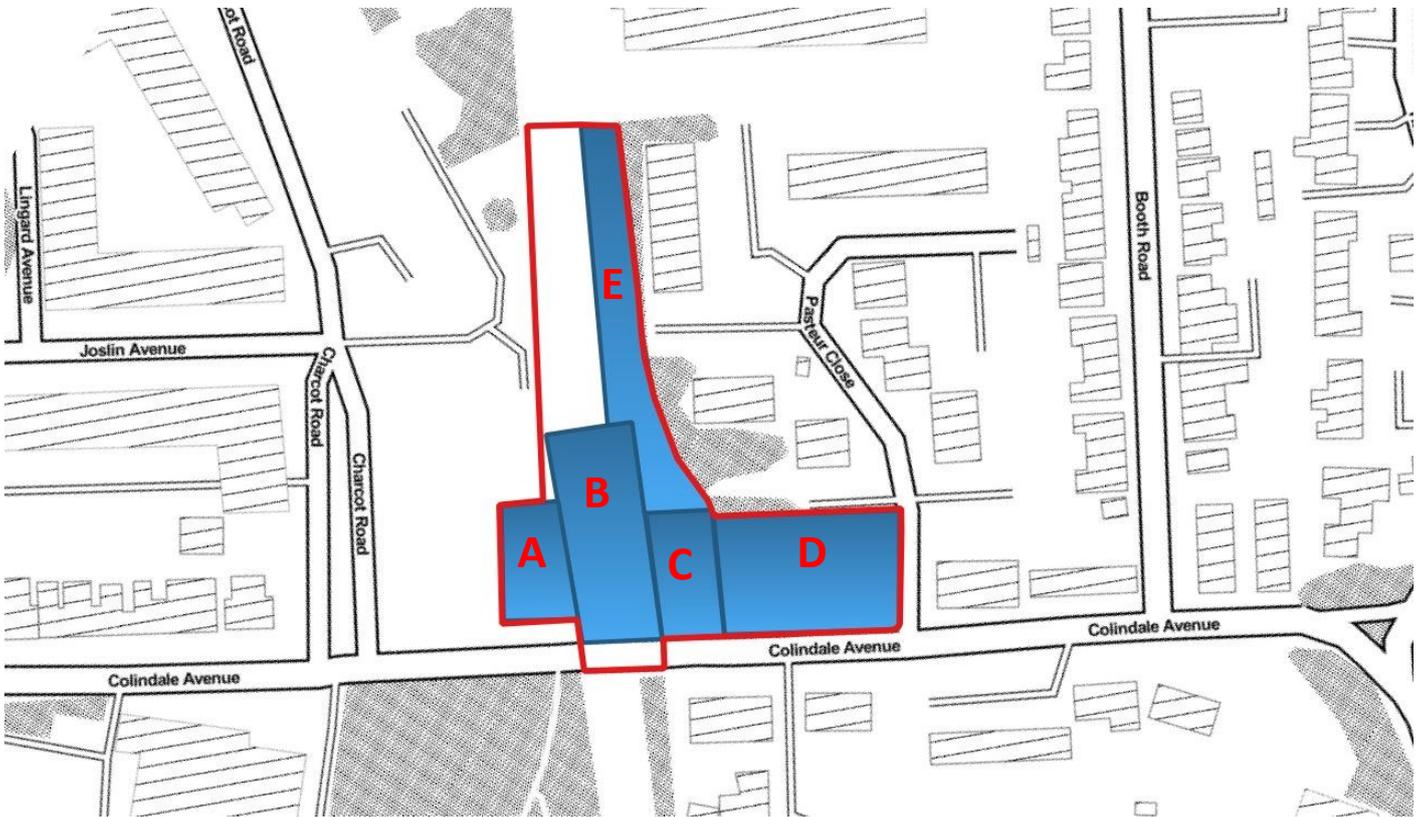


Figure 5: Land Parcels

## General Design Principles

**Built Form:** The SPD supports denser urban development, allowing for height in the western part of the development to respond to the existing development of the Stay Colindale. At the eastern edges where the site meets residential areas, density should be lower to respond to neighbouring residential low-rise structures. Designing density on site should also inform the open space provision; a dense environment to the west will allow for more open space to be created at the heart of the development. It is intended that as the SPD site is located in the heart of Colindale, providing a new public transport facility and forming part of the new neighbourhood centre, buildings should be at the highest at this point, with all other new (and existing buildings) tapering down. This approach will help to establish a height-strategy for the area and start to knit together the individual developments in the area into a cohesive form.



Figure 6: Indicative massing approach

**Local Integration:** The development should relate to the changing character of the area and to provide additional residential and commercial space as well as a publicly accessible environment, which will enhance quality of life, the local economy and complement the existing efforts of regeneration.

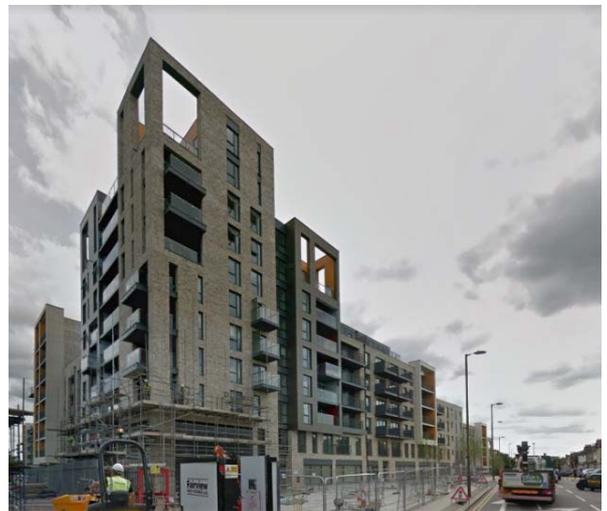


Figure 7: Emerging Local context

**Material and Façade Variation:** The development should incorporate a varied palette of materials across Sites A-D. It is suggested that brick should be used (unless an appropriate alternative can be identified) which is common to the majority of development in Colindale. Brick size, colouring and construction technique is important to distinguish between the different elements of the SPD site as well as complement buildings in the surrounding area. Choice of materials and finish will therefore form an important element of any planning application and will be agreed with the Council's Urban Design Officer prior to implementation of any scheme. Different materials and fenestration techniques should be utilised to achieve enough variation.



Figure 8: Indicative material palette

**Commercial Frontages:** Commercial frontages are largely reliant on the retailer to promote and make attractive to the public. From a design perspective, such frontages should be visible along pedestrian routes and easy to navigate to. Shop-fronts should be glazed with clear entry points. Signage should not be illuminated and roller shutters will not be permitted. The Council will resist commercial development if it is considered inappropriate to the area.



**Figure 9 Successful retail environment**

**Car / Cycle Parking and Servicing:** Dedicated car parking for disabled users should be provided in accordance with London Plan standards for both the Underground station and surrounding new commercial/residential development.

Cycle parking should be provided in accordance with London Plan standards for both the Underground station and surrounding new commercial/residential development.

Given the location of the SPD area immediately adjacent to a public transport facility, dedicated car parking provision for the new Underground station and surrounding new commercial/residential development will not be required. Residents of any new development at this location will not be allowed to apply for permits to park in the Colindale Car-Parking Zone.

Proposals for development will need to adequately demonstrate arrangements for station drop-off; servicing and refuse collection; and short-stay provision for delivery vehicles.

Temporary re-provision of spaces for disabled users of Colindale Station will be required following the closure of the existing Car Park. This is expected in 2020

## Site A – Site of Existing Underground Station:

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To act as a way-marker for the new station, the existing single-storey building should be replaced by a new residential building between 20 and 28 storeys in height. (See Figure 15) This building will set the height strategy for Colindale, and be the highest building in the area with all other buildings to complement the buildings already positioned around the piazza to the west of the station. A commercial-use should be provided at ground-floor with open aspect onto the square. The new building should be set-back at minimum of 4 metres from the roadway to allow for a widened footway and not restrict passengers entering/exiting the station via a new station plaza on adjoining Site B, there should also be enough space to allow for active frontages.

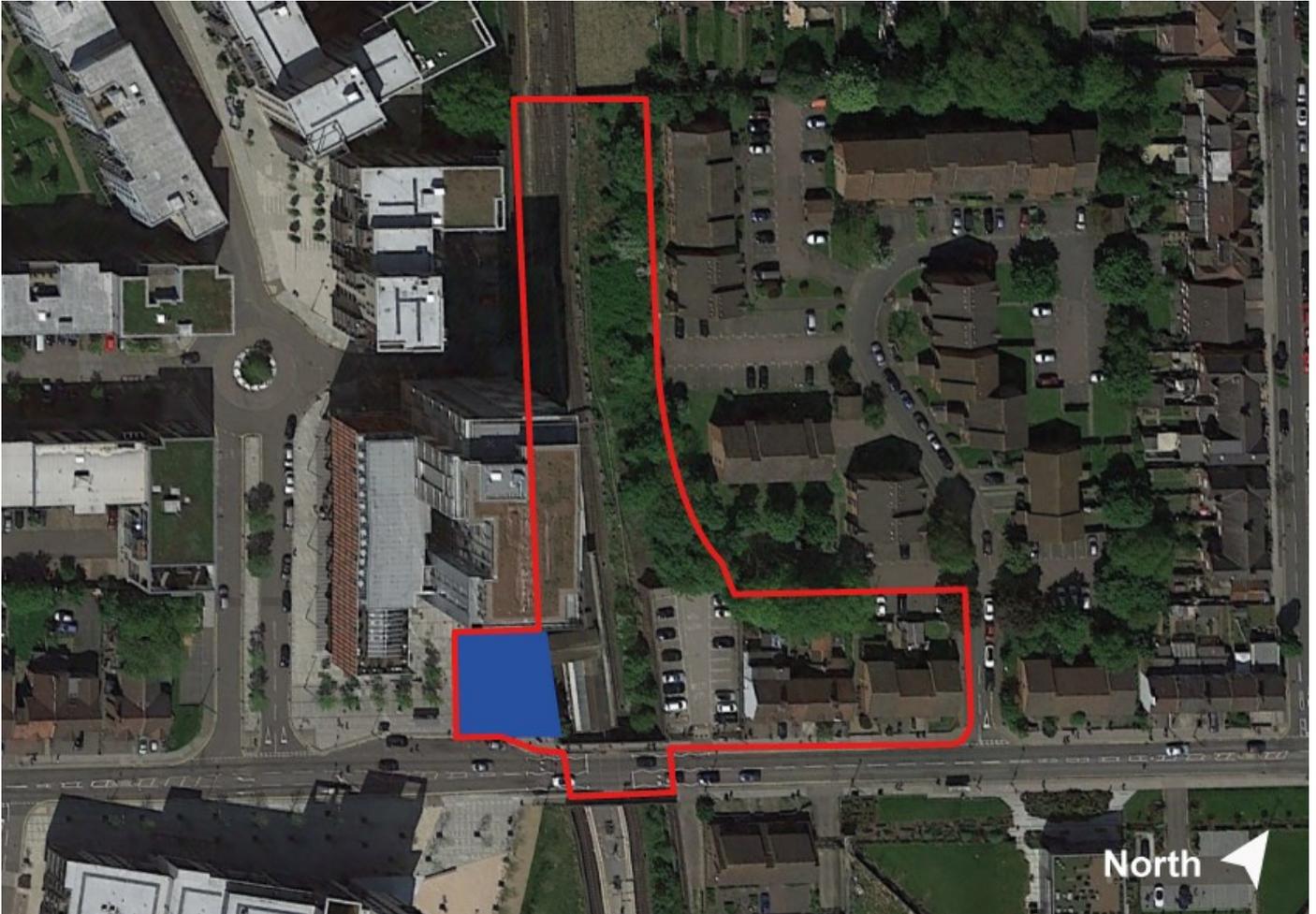


Figure 10: Site A

## Site B – Over Rail Tracks:

A new upgraded station should be provided on a slab over the rail tracks (See Figure 16) , allowing for the existing bridge-parapet to be removed and the new station set-back from the current building-line. A widened pavement would have the benefit of relieving pressure on the current bridge footway, thereby enhancing pedestrian movement through the area. A pedestrian crossing should be appropriately sited close to the station entrance / exit to allow passengers, safe and direct access to the new neighbourhood centre and Montrose Park.

The new Underground Station should be built to a high architectural standard and incorporate detailing to reflect the historical context of Colindale. (See Figure 17) Integrated step-free access should be provided within the station, delivering a key aim of the scheme. Facilities for bus-stopping areas should be included within close proximity to the station and be suitably located not to impede pedestrian movement.

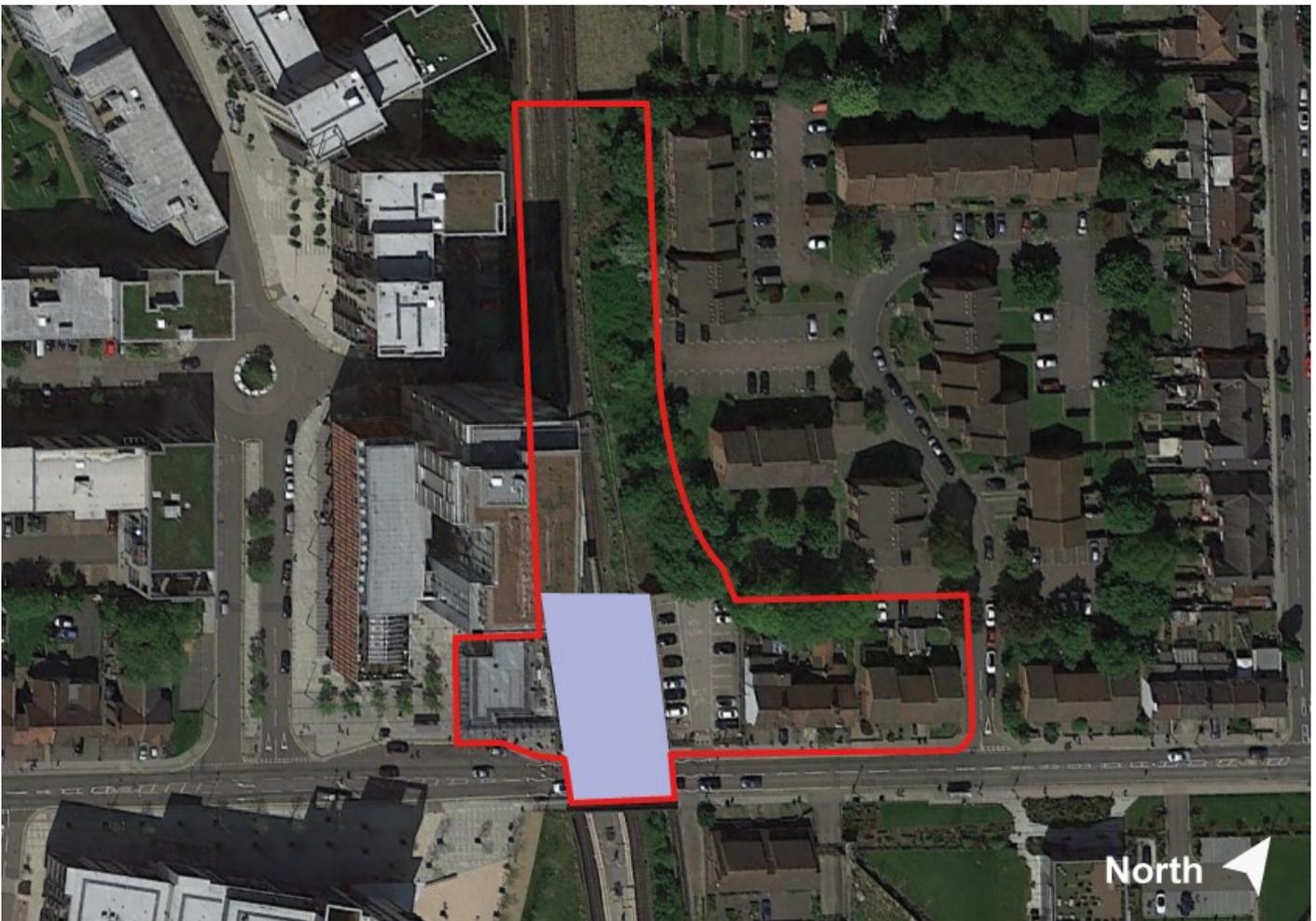


Figure 11: Site B



Figure 12: Art in Charing Cross Station

## Site C – Site of Existing Car Park:

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This part of the site should provide an active frontage along the northern side of Colindale Avenue with commercial uses at ground floor level and residential above. The new structure should be between 16 and 20 storeys in height to complement the height and scale of adjoining development.

The building should follow the building-line established by Block B on Colindale Gardens to contribute to and enhance the sense of place being created in the Peel Centre square and be set back at least 4 meters from the roadway, plus space needed to create an active frontage. The footway should be widened to allow ease of access to/from the station.

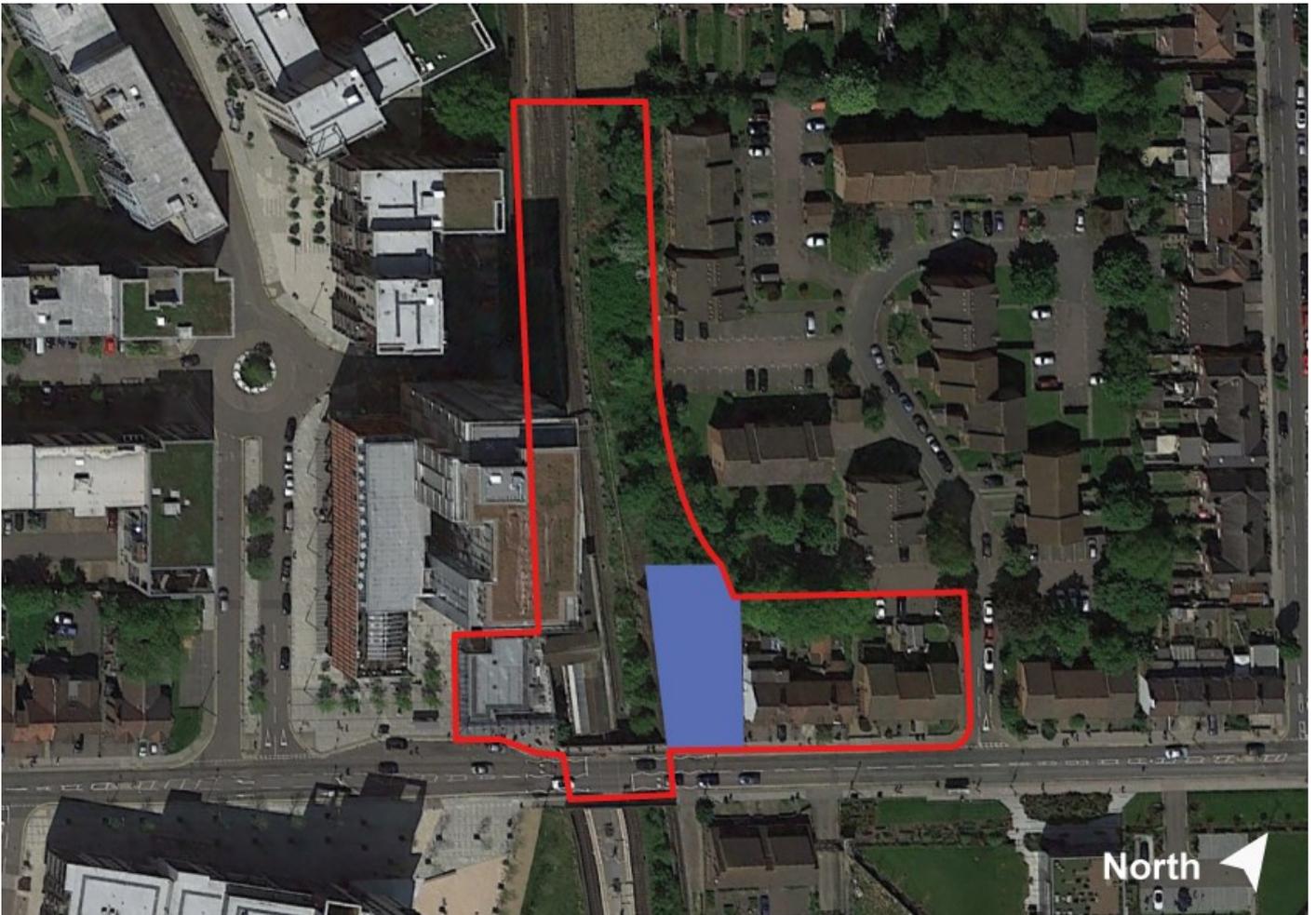


Figure 13: Site C

## Site D – Colindale Avenue Nos 167 to 173 and Agar House

Nos 167 to 173 Colindale Avenue and Agar House (Flats 1-6) Colindale Avenue, could accommodate a widened public realm set back to provide a legible edge to the public routes. Any residential led mixed use development should be no more than 9 storeys in height to complement the proposed new development on the opposite side of Colindale Avenue (Peel Centre).

The public realm should be widened to accommodate an increased number of pedestrians in the area comfortably. Any new building should be set back at a minimum of 4 meters from the roadway, plus space needed to create an active frontage.

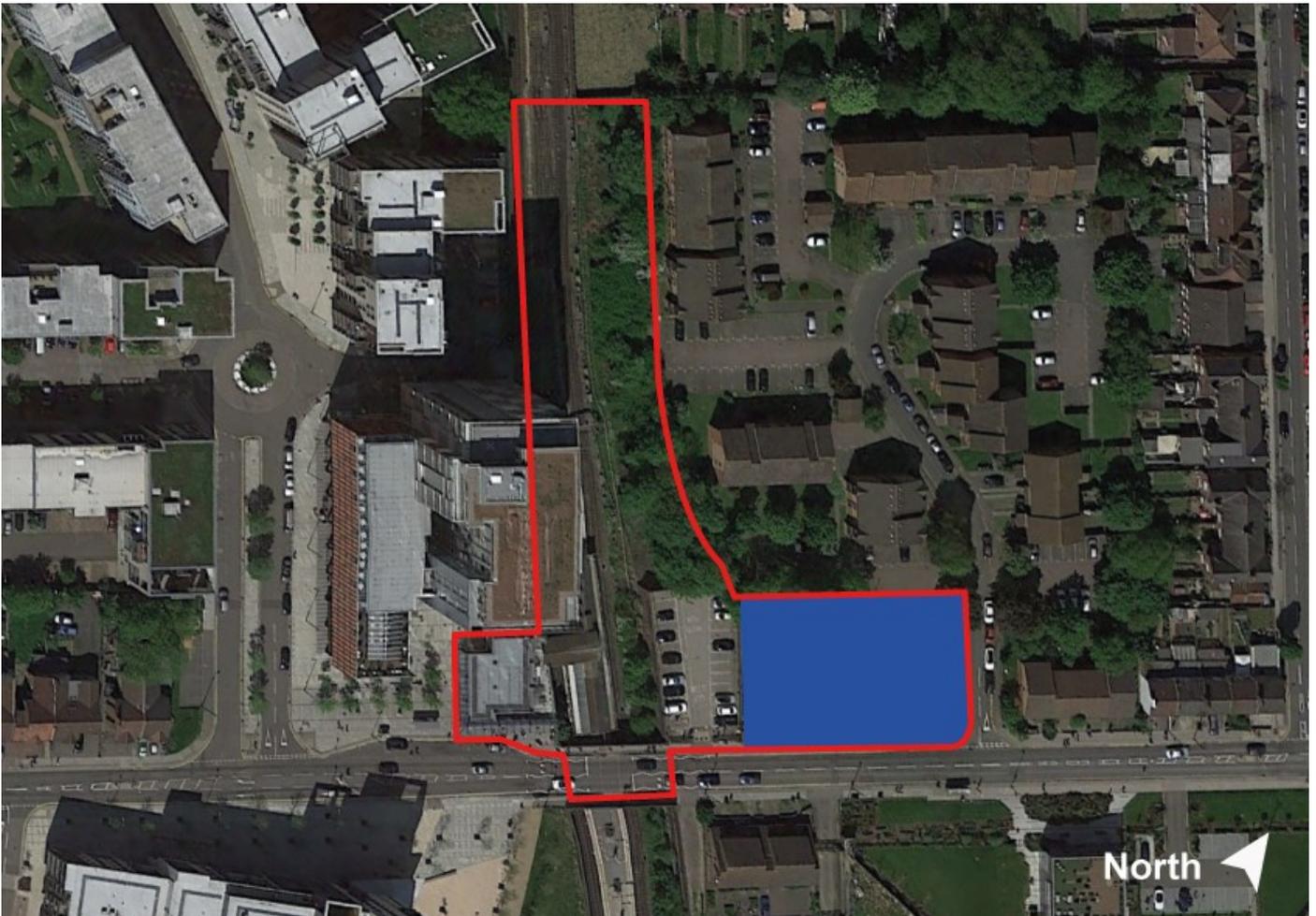


Figure 14: Site D

## Site E – Rail embankment north west of Colindale Station

This part of the site should accommodate dedicated disabled car parking for residents of the new development as well as tube passengers. Pedestrian access from site E to the Underground Station should be well-lit and provide a pleasant and safe environment.

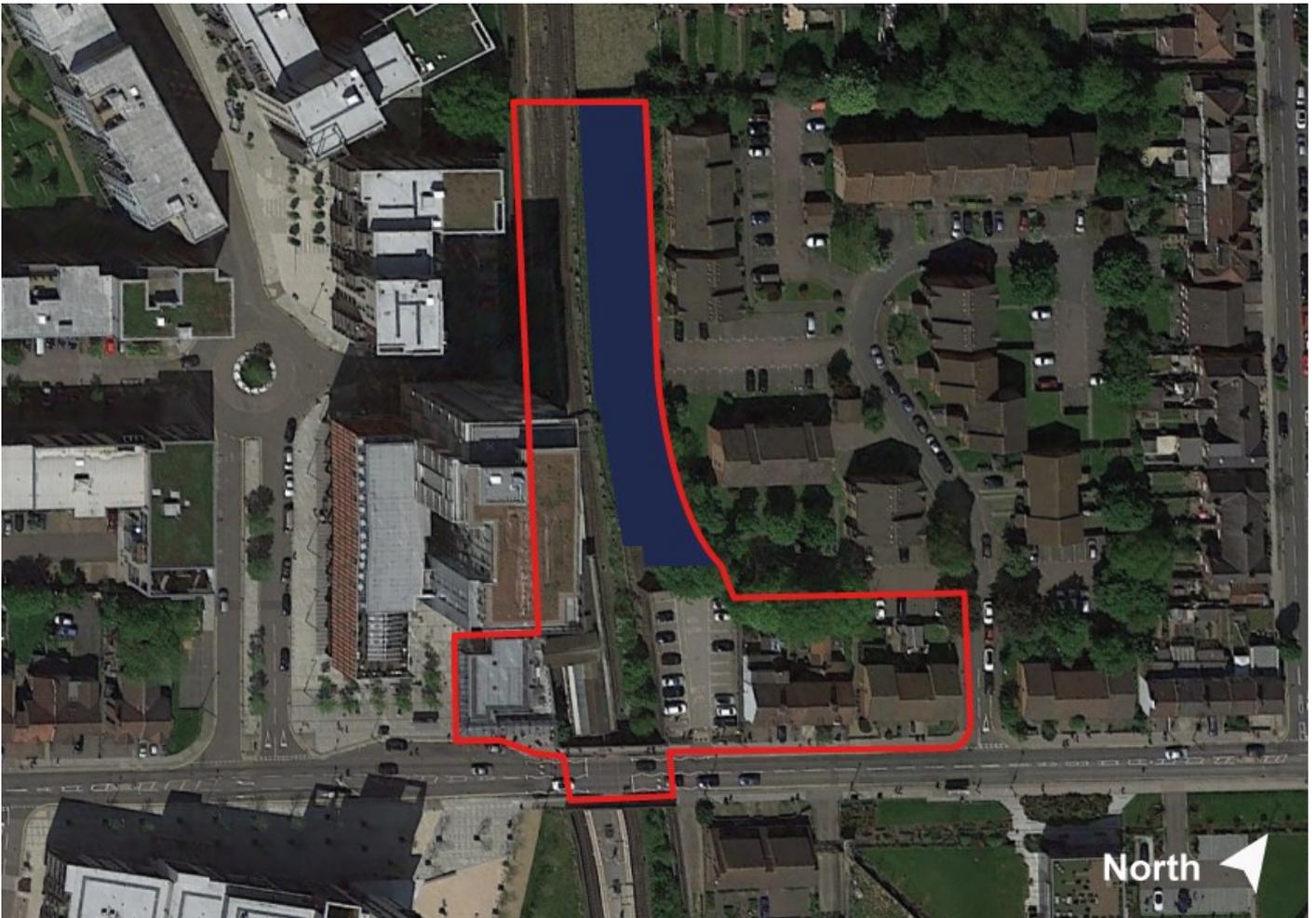


Figure 15: Site E

## **Colindale Avenue Public Realm**

Colindale Avenue forms a central spine through Colindale. The public realm is currently of poor quality and it is essential that any new development positively contributes towards enhancing the route for pedestrians and road-users. New development will be expected to contribute towards the delivery of:

- Footway widening along this part of Colindale Avenue to allow for 4 metre footway width.
- Bridge widening to reduce the pinch-point effect—to be achieved through positioning the new station over the rail track and removing the existing parapet wall on the northern side of the bridge.
- Consider the construction of an additional footbridge situated to the south of the existing southern parapet wall. This would allow for the current footway to provide cycle route and divert all pedestrians away from the road
- Possible introduction of cycle-ways.
- New bus stopping area in location that does not impede pedestrian movement. The Council will work with TfL in the current London-wide review of bus routes to ensure that Colindale is well served by bus (particularly for radial travel) to meet the needs of this growing resident and working population based in the area.
- Redevelopment of existing station to provide aspect onto the Piazza.
- Improved pedestrian access to new commercial centre (current Peel Centre planning application) and Montrose Park.
- Soft landscaping appropriate to the street, which will establish a form of landscaping for the rest of Colindale
- Street furniture of an appropriately high standard

This should be achieved through the use of a palette of materials that are appropriate to their location and use, and be compatible with the landscape design principles, to ensure a long lasting, flexible and attractive public realm.

These proposals should be delivered through the Colindale Avenue Working Group (comprising key stakeholders from Barnet and the local development community) to deliver this project.

**Figure 16: Paving Examples**



**Figure 17: Successful Public Realm**

The information submitted with any planning application, should be in accordance with the Council's local requirements for the validation of the planning application which are available to view online.

In addition , future planning submissions would need to demonstrate the relationship of the new proposed scheme within the context of form, use and building heights already allowed in the wider area. The planning submission would also be expected to be accompanied by full wind and microclimate assessments, including wind tunnel tests to demonstrate that the proposal will not adversely affect existing levels of comfort in the public realm or in proposed private and communal amenity areas, in line with Policy DM05 of Development Management Policies 2012 and the Sustainable Design and Construction SPD 2016.

Any planning consent will include conditions to ensure that construction does not disrupt either pedestrian or vehicle movement along Colindale Avenue. The Council will also expect that if Tube Station closures are required during construction, this will be kept to a minimum period and suitable alternative means of public transport provided.

**If it cannot be demonstrated in the planning application that the site can comfortably accommodate the form, use and heights proposed and meet the Council's other policy requirements within the extent of the application site, the applicant will be expected to reduce the extent of development.**

## Chapter 5 - Delivery and Implementation

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### Delivery Strategy

This is a relatively small site where an intensive form of development is proposed. A preliminary phasing strategy has been developed, however, this may need to be reviewed throughout construction to ensure no adverse impact to pedestrian and vehicle movement on Colindale Avenue. Land assembly will also need to take place to allow development to take place.

The Council requires a coordinated and comprehensive approach is taken to the redevelopment of the station and associated works. In addition, developers will be expected to work collaboratively with the Council to maximise the development potential and regeneration outcomes.

A coordinated and comprehensive approach will ensure:

- The appropriate quantum and right mix of development will be delivered
- Development that is delivered in an appropriate manner and with a realistic timescale
- The necessary infrastructure is in place
- High quality public realm improvements throughout the SPD site
- There is a coordinated approach to funding infrastructure needs

### Planning and phasing

#### **Phase 1 – Development of new ticket hall over tracks – Sites B and C**

On current projections construction works to build the new ticket hall over the existing platforms and tracks are planned to commence in 2020/21. The total duration is estimated at approximately 12 months and will include a period of closure. The existing car park to the east of the tracks will be used as the principal compound for the site establishment. The existing ticket hall will be retained in use for as long as possible whilst construction of the new deck and ticket hall takes place. Some closure of the station will be necessary but this will be minimised as far as possible. Public realm enhancements associated with the station will be provided in this first phase.

#### **Phase 2 – Development of – Sites A and C**

On completion of the new station the existing ticket hall will be demolished and the site to the west made available for residential development. The car park will also remain vacant and it is proposed that this will again be used as a site compound during the construction of the west block.

#### **Phase 3 – Development of – Sites C and D**

Construction of the central residential block is on the existing car park and part of the adjacent land not currently in TfL ownership. To facilitate construction it is proposed that the site compound will move to the embankment area to the north west of the station.

#### **Phase 4 – Development of – Site E**

The eastern block will be constructed last with the site compound principally remaining on the embankment area to the north west of the station.

The Council will set up a Colindale Avenue Working Group (comprising key local stakeholders) to take forward the proposals arising from the Colindale Station SPD.

The SPD outlines the Council's policies and provides a spatial framework for stakeholders, including landowners and developers to positively respond to. Development proposals that come forward will be required to meet these policy requirements and obligations. Future applicants are advised to consult with the Council as early as possible to ensure that the form and nature of planning applications will facilitate and not prejudice the comprehensive development approach. All planning applications will be considered against the adopted Local Plan and any other relevant material considerations, including this SPD once adopted.

Planning applications will be required to meet all national and Barnet specific requirements.

The Council anticipates that development will come forward in the form of a single planning application which will be determined by the Council in 2019. The approach to delivering the station and adjacent station development is

based on the principle that the station redevelopment will be delivered first to meet TfL targets for provision of step free access and to utilise available S106 funds within the stipulated timescale. The adjacent residential development will follow after completion of the station. It is expected that construction of the new station will start in 2020, with completion expected in 2022. Subject to no unforeseen delays, development on Site A will start in 2021 with the remainder of the scheme following thereafter.

Further work by TfL is underway to determine the optimum method for delivering the station which strikes a balance between cost effective delivery and minimising disruption to services. The preliminary phasing strategy is based on these ongoing studies.

The site is constrained with restrictions imposed by working adjacent to the railway and has limited space available for site compounds. It is therefore assumed that construction of the scheme will have to be phased to allow sufficient space for site compounds for each block.

#### Colindale Station Timeline

- **2019** - Planning Application for Colindale Station and surrounding land
- **2019** - Establishment of Colindale Avenue Working Group
- **2020** - Closure of Station Car Park (Site C) - Temporary reprovision of spaces for disabled users of Station
- **2020/21** - Construction starts on new Colindale Station (Site B)
- **2021/22** - Opening of new Colindale Station
- **2021/22** - Redevelopment of existing station (Site A) starts
- **2022/23** - Redevelopment of Sites C (Station Car Park) and D (Existing Residential - 167 to 173 Colindale Avenue and Agar House) starts
- **2023/24** - Development of Site E (Embankment north west of Station)

**Land ownership:** Land and property within the SPD area is mixed between privately owned land and land owned by TfL. Housing along Colindale Avenue is predominately privately owned

**Site assembly and compulsory purchase:** Given the range of ownership within the SPD area, land assembly will be required. The Council anticipates that this process will be carried out via negotiations and private treaty where practical. In cases where there is a compelling case in the public interest, the Council will consider the use of its compulsory purchase powers to assemble sites within the SPD area. For the Council to promote a Compulsory Purchase Order or series of CPO's, any CPO Scheme will (in accordance with current CLG guidance on CPO) need to fit with the planning policy framework and deliver economic, social or environmental well-being to the area. The Council will also need to be satisfied that any CPO scheme proposals would be viable, fundable and deliverable.

The Council will work proactively with developers and landowners throughout the development process, as well as other stakeholders within the SPD area.

The construction process is likely to give rise to disruption at the local level due to noise, dust and traffic effects. The Council encourages construction and development partners to utilise the Considerate Constructors Scheme which monitors contractors against construction appearance, community, environment, safety and workforce.

#### Infrastructure and funding

The SPD requires appropriate infrastructure to come forward to accommodate new development and an increased population in the area, such as public realm works and community infrastructure including health and education facilities. The Council also recognises the importance of engagement with utility providers at an early stage in the development of any associated with any planning application/s.

Infrastructure provision to enable the redevelopment of Colindale Station will be developed and implemented by TfL, the Council and other statutory bodies and developers as appropriate.

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Funding will include the use of S106, Community Infrastructure Funds, as well as developer contributions to be pooled as appropriate to meet identified infrastructure requirements.

The Barnet Community Infrastructure Levy requires contributions towards new retail and residential development that provides additional floorspace. In the case of residential, this is £135 per metre square. With indexation from 2013 to 2018 the rate has increased to £188 per metre which achieves around £14,000 per new dwelling (excluding affordable housing). These contributions are pooled by the Borough and spent on a range of infrastructure priorities. The CIL Regulation 123 list defines the strategic types of infrastructure projects to which CIL funding can be applied, including improvements to local schools, community infrastructure, parks and open spaces, health projects and transport infrastructure,

Specific monitoring is undertaken by LB Barnet in a continuous approach as part of Local Plan monitoring including through the planned development pipeline to identify where needs and investment opportunities exist or are forecast. Section 106 contributions are made in addition to Community Infrastructure Levy contributions to mitigate the effects of development at the local level, for example of local transport or public realm investment.