

	<h2 style="margin: 0;">Policy and Resources Committee</h2> <h3 style="margin: 0;">20 February 2019</h3>
Title	Colindale Underground Station Supplementary Planning Document (SPD)
Report of	Chairman of the Policy and Resources Committee
Wards	Colindale
Status	Public
Urgent	No
Key	Yes
Enclosures	Appendix A – Colindale Underground Station SPD Appendix B – Consultation Representation Report Appendix C – Sustainability Appraisal Appendix D - Equalities Impact Assessment Appendix E – Design Concept
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Summary

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 £16 million (S106) contribution towards the delivery of a new Colindale Underground Station to accommodate increased capacity and step-free access.

The Colindale Underground Station Supplementary Planning Document (SPD) boundary includes TfL land-holdings (existing station, car-park and rail embankment) as well as 167-173 Colindale Avenue and 1-6 Agar House, Colindale Avenue. The SPD sets out the Council's detailed design requirements and scale of development which will be supported

for the new station and associated residential-led, mixed use development to enhance the public realm and start to knit together the Colindale communities.

The Draft SPD was subject to extensive publicity in November and December 2018 to encourage engagement as part of 6 weeks of formal public consultation. Feedback was generally supportive of the SPDs approach for the new station with concerns raised around public transport availability during the construction phase. Concerns were also raised in respect of building height.

Following adoption, the SPD will be a material consideration in determining planning applications for the new Colindale Underground Station and associated development.

Recommendations

That the Committee:

- 1. Notes the consultation response to the draft Supplementary Planning Document (SPD) and agrees the consequential proposed changes to the SPD outlined and explained in the Consultation Representation Report at Appendix B.**
- 2. Agrees the adoption of the Colindale Underground Station SPD (Appendix A) and associated documentation (Appendices B, C, D and E), and delegates authority to the Deputy Chief Executive to make any necessary changes of a minor nature to the final wording of the SPD in consultation with the Leader before the final version of the SPD is published.**

1. WHY THIS REPORT IS NEEDED

- 1.1 A SPD should be prepared where it can add further detail to the policies of the development plan (National Planning Policy Framework 2018 (NPPF)). They can be used to provide further guidance for development on specific sites, or on particular issues, such as design.
- 1.2 Colindale Underground Station currently has 7.1 million passenger trips per year and at peak times is used by up to 4.5 thousand people per hour. There has been an 88% growth in passengers using the station over the last 10 years and this is expected to double by 2041. In addition, the station does not meet requirements for step-free access.
- 1.3 Substantial investment (£16 million) has been secured by the Council in the form of a S106 legal agreement to deliver a new underground station (this includes £11,284,000 from Redrow, £2,800,000 from TfL and a contribution of £2.75 million from the Council). To meet the terms of the S106 legal agreement, the new station needs to be in place by 2022.

- 1.4 A SPD is therefore required to set out the Council's detailed design requirements and scale of development which will be supported for the new station. To ensure wider benefits to ensure that any new development is of high-quality, and starts to knit together the individual communities in Colindale into a cohesive form as well as deliver public realm benefits, the SPD boundary has been drawn to include the existing station, the rail-embankment to the north-east, the station car-park and properties at 167-173 Colindale Avenue and 1-6 Agar House, Colindale Avenue.
- 1.5 Policy & Resources Committee (23rd October 2018 Agenda item 11) approved the draft Colindale Underground Station SPD for public consultation. Public consultation was undertaken between 29th October and 10th December 2018, with comments accepted up until 11th January 2019. This involved extensive publicity with over 300 leaflets being distributed to households in the surrounding area, two drop-in sessions and meetings with Ward Councillors and local residents living within the SPD boundary. This was in addition to email notifications sent to contacts on the Council's Local Plan database. Further details on the consultation arrangements are set out in the Consultation Representation Report (Appendix B).
- 1.6 Feedback on the SPD was encouraged by questionnaire which was available on-line and in hard copy. All comments, whether on completed questionnaires or written responses sent direct to the council, have been considered with equal weight as set out in the Consultation Representation Report. Comments related to public transport arrangements during the construction phase of the new development and the height and scale of the proposed new development. The SPD requires TfL to minimise travel disruption as far as possible and to put into place suitable alternative arrangements, as appropriate. The proposed height and scale of the proposed new development is in accordance with the area being identified as an Opportunity Area and a Regeneration Area. The Design Concept (Appendix E) establishes the preferred approach to design, (including height).
- 1.7 The GLA was unable to respond specifically on the SPD but stated support in principle for it's promotion of growth. Other statutory consultees, (including TfL) generally support the proposals contained in the SPD.
- 1.8 Limited response was received which is attributed to the small area covered by the SPD and general support for the scheme being proposed.

Development Principles

- 1.9 In order to ensure development of a high-quality development, the SPD includes common principles to be applied across the site in terms of built form and height, local integration, material and façade variation, retail frontages, car/cycle parking standards and affordable housing, which all comply to adopted standards.
- 1.10 The site is then divided into a series of parcels of land, with uses and design requirements identified for each parcel. These include:
- Site A (existing Underground Station) – existing station to be replaced by a commercial building at ground floor level with residential above. Redevelopment to improve the relationship of the building with the existing piazza to the west. Potential for building to extend up to between 20 and 28 storeys.
 - Site B (above the rail tracks) – new station to be positioned above the existing rail tracks and incorporating widened public realm. This will include removal of the existing bridge parapet wall. Bus stopping to be including within the vicinity of the new station and appropriate signage in place. Potential for building to extend up to between 20 and 25 storeys.
 - Site C (station car-park) – commercial use at ground floor, with residential above. Potential for building to extend up to 16 and 20 storeys.
 - Site D (167-173 Colindale Avenue and 1-6 Agar House, Colindale Avenue) – widened public realm with commercial use at ground floor and residential above. Building to be no more than 8 storeys in height.
 - Site E (rail embankment to north-east) – provision for disabled car-parking on land adjacent to the rail tracks.
- 1.11 Redevelopment of these parcels of land should seek to deliver benefits for the wider area, including:
- Redevelopment to knit together all the individual Colindale schemes into a cohesive community.
 - Improved public transport interchange.
 - Improved public realm along Colindale Avenue.
 - Repositioning of the station to allow for improved pedestrian access into/out of the station.
 - Improved pedestrian access to new commercial centre (current Peel Centre planning application) and Montrose Park.
 - Delivery of step-free access within the new station.
 - 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.
 - Redevelopment of existing station to provide aspect onto the piazza to the west.

- Redevelopment of the car-park within the overall station development to improve the aesthetic quality.
- 1.12 The final section of the SPD focuses on delivery and implementation. A coordinated and comprehensive approach is required to ensure that the appropriate quantum and mix of development is delivered and that this is phased, enabling the required social and physical infrastructure to be in place at the right time. This section of the SPD also sets out processes for Compulsory Purchase Order in the event that this is required to enable site-assembly.

2. REASONS FOR RECOMMENDATIONS

- 2.1 Adoption of the Colindale Underground Station SPD will provide firm guidance on the Council's expectations for a new Colindale Underground Station and enhancement of the wider area. This is critical if the new Underground Station is to be delivered within the timescales of the S106 funding.

2.3 ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 2.2 The alternative option is to not produce a SPD. This could potentially result in delays to a new station being delivered and S106 funding lost. It would also result in missed opportunity to revitalise the wider area and start to knit together the individual Colindale communities as well as deliver public realm enhancements.

3. POST DECISION IMPLEMENTATION

- 3.1 Once adopted the final SPD will be capable of being used as a material consideration in the determination of future planning applications in this part of Colindale.

4. IMPLICATIONS OF DECISION

4.1 Corporate Priorities and Performance

- 4.1.1 The Council has contributed £2.75 million towards the delivery of a new Colindale Underground Station. It is vital that the new station is delivered in accordance with the S106 agreement to ensure funding from other partners (Redrow Homes and TfL) is not lost.

4.2 Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)

- 4.2.1 The cost of preparing this SPD has been at no additional cost to the Council. The costs of producing the SPD are covered through the S106 legal agreement.
- 4.2.2 There are no anticipated implications in IT or sustainability in relation to the SPD.

4.3 Social Value

- 4.3.1 The Public Services (Social Value) Act 2012 requires people who commission public services to consider how they can also secure wider social, economic and environmental benefits.
- 4.3.2 The SPD has been subject to a Sustainability Appraisal (see Appendix C) which assesses the social, economic and environmental implications of the document
- 4.3.3 Social benefits will principally be secured through improved public transport accessibility, including step-free access for those with mobility issues, as well as opportunities to increase housing delivery (including affordable housing).
- 4.3.4 Economic benefits will be delivered through inward investment in the commercial opportunities included in the SPD.
- 4.3.4 Environmental benefits will be delivered through improved public transport facilities, reducing the need to travel by private car and footway widening, giving pedestrians and cyclists more priority, sensitive development that complements buildings of positive character, and an enhanced public realm with greater planting that softens the existing hard landscape and improves air quality.

4.4 Legal and Constitutional References

- 4.4.1 Under the Council's Constitution, Document Article 7, under 7.5 Responsibility for Functions the Policy and Resources Committee is responsible for the overall strategic direction of the Council including responsibility for Local Plans.
- 4.4.2 Regulations 11 to 16 of the Town and Country Planning (Local Planning) (England) Regulations 2012 set out requirements for SPD production.

4.5 Risk Management

- 4.5.1 The management of risk is undertaken on a continual basis and reported as part of the Council's Quarterly Performance regime and considered as part of the Performance and Contract Management Committee quarterly monitoring report. Risks are managed through the project boards and are reviewed and revised at board meetings.

- 4.5.2 A key risk to the Colindale Underground Station SPD is that it is challenged in the High Court following adoption by the Council. The challenge must take place within 6 weeks of adoption. This has been mitigated by ensuring that the SPD is fully compliant with Regulations 11 to 16 of the Town and Country Planning (Local Planning) (England) Regulations 2012, a comprehensive six weeks of consultation and ensuring that all the consultation responses have been carefully considered and taken into account.
- 4.5.3 Another risk is that redevelopment proposals for the station and surrounding area, come forward outside of the robust planning framework of the SPD to guide its consideration and determination. This can be mitigated by the Council, working proactively with relevant stakeholders to achieve the objectives set out in this SPD.

4.6 Equalities and Diversity

- 4.6.1 The Equalities and Diversity Act, 2010 outlines the provisions of the Public Sector Equalities Duty which requires Public Bodies to have due regard to the need to:-
- Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act, 2010;
 - Advance equality of opportunity between people of different groups; and
 - Foster good relations between people from different groups.

Relevant protected characteristics are: age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, sexual orientation.

- 4.6.2 The SPD implements policy set out in the Local Plan Core Strategy which has been subject to an Equalities Impact Assessment (EqIA) (see Appendix D). Furthermore, the SPD itself is accompanied by an EqIA which is attached at Appendix C.
- 4.6.3 The EqIA has considered the SPDs impact on the groups identified above. It has highlighted how the SPD helps to address issues for those who have mobility issues.

4.7 Crime and Disorder

- 4.7.1 Production of the SPD has taken the terms of the Crime and Impact Disorder Act 1998 into consideration and that Metropolitan Police are key stakeholder in the consultation process. It is intended that the SPD will contribute to the prevention of crime and disorder. The SPD highlights Local Plan policies on Development Standards which cover designing out crime as well as our strategic planning policy on making Barnet a safer place.

4.8 Corporate Parenting

- 5.8.1 In line with Children and Social Work Act 2017, the council has a duty to consider

Corporate Parenting Principles in decision-making across the council. It is not anticipated that this report has any implications for the council's corporate parenting duties.

4.9 Consultation and Engagement

- 5.9.1 In accordance with the Statement of Community Involvement (SCI) a period of formal consultation on the draft Colindale Underground Station was undertaken over a 6 week period from October 29th until December 10th 2018, with comments accepted up to 11th January 2019. Consultation went beyond the benchmarks set out in the SCI most notably in terms of the 300 leaflets distributed to households in the adjoining area.
- 5.9.2 All comments, whether they are completed questionnaires or written responses sent direct to the council, have been considered with equal weight as set out in the Consultation Representation Report. Specific comments in the letters and emails have been analysed and considered within the responses to the various issues raised by the public consultation.

6 BACKGROUND PAPERS

- 6.1 Barnet Local Plan Core Strategy DPD, September 2012
<https://www.barnet.gov.uk/citizen-home/planning-conservation-and-building-control/planning-policies-and-further-information/local-plan---core-strategy-dpd.html>
- 6.2 Barnet Development Management Policies DPD, September 2012
<https://www.barnet.gov.uk/citizen-home/planning-conservation-and-building-control/planning-policies-and-further-information/development-management-policies.html>
- 6.3 Barnet's Statement of Community Involvement, October 2018
<https://www.barnet.gov.uk/citizen-home/planning-conservation-and-building-control/planning-policies-and-further-information/local-plan-review.html>
- 6.4 Colindale Area Action Plan 2010 <https://www.barnet.gov.uk/citizen-home/planning-conservation-and-building-control/planning-policies-and-further-information/local-plan/colindale-aap/colindale-area-action-plan.html>